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**Monday, March 6, 1961
Phalguna 15, 1882 (Saka)**

LOK SABHA DEBATES

(Thirteenth Session)



(Vol. LI contains Nos. 11 - 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

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LOK SABHA

Monday, March 6, 1961/Phalguna
15, 1882 (Saka).

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Wonder Paddy 'Tipakhia'

*562. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Basti District in U.P. has grown a 'wonder' paddy called 'Tipakhia' which matures in 60 to 65 days and the field can again be replanted with medium or late variety of paddy, thus giving two crops of paddy in one season;

(b) whether there is any proposal to introduce this method in other areas of the country; and

(c) if so, the details thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 'Tipakhia' is not a newly evolved variety. It is already known to the cultivators of the eastern districts of U.P. It is sown in the first week of April in fields essentially depending on Canal irrigation and is harvested in the third week of June. It is only the technique of growing 'Tipakhia' paddy in summer which is being developed by the State Department of Agriculture so that two crops of paddy can be raised on the same field in one season.

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(b) The practice of growing two crops of paddy in one season is not a new one. It is actually in vogue in many areas in the Southern parts of the country. In certain other parts of the country, especially Assam and Bengal, short duration early varieties of paddy, called 'boro' or spring paddy, are known and the practice of taking two crops of paddy in one season is advocated wherever irrigation facilities are available.

(c) The practice of growing two crops of paddy in one season in suitable areas is being popularised in the rice-growing States by their respective Departments of Agriculture through the Extension agencies.

Shri D. C. Sharma: May I know if the technique of growing this paddy has been studied scientifically by any Government Department and if so, what are the results of the investigation?

Dr. P. S. Deshmukh: Increased attention is being paid to this and the Uttar Pradesh Department of Agriculture is studying the details and their popularisation.

Shri D. C. Sharma: The hon. Minister said that this has been there for such a long time and it is very strange that while we are studying better methods of cultivating rice . . .

Mr. Speaker: What is the question?

Shri D. C. Sharma: May I know why no attention has been paid to this method of growing paddy all these years by the Central Government when it is so fruitful?

Dr. P. S. Deshmukh: I do not think there has been much lack of attention. Of course, some things come to notice late and their propagation gets a little

delayed. There might have been slight delay in this case also. This is not a method. It is a kind of crop grown with a particular variety of seed, in a particular season, with particular requirements, such as irrigation.

Shri Bangshi Thakur: May I know what is the amount of production per acre and what is the cost of production per acre?

Dr. P. S. Deshmukh: Cost I have not got; production is stated to be 15 maunds per acre.

Shri Sadhan Gupta: Since West Bengal is one of the most important paddy-growing areas, may I know what has been done to extend the growing of three crops of paddy in West Bengal?

Dr. P. S. Deshmukh: I have learnt that West Bengal is having more and more acreage under two crops, but I do not know the extent to which this has been done. This crop depends upon the availability of irrigation and it can be popularised or taken up only where irrigation facilities are available.

यमुना जल-विद्युत परियोजना

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*५६३. { श्री भक्त दर्शन :
श्री रामकृष्ण गुप्त :
श्री योगरकर :

क्या सिंचाई और विद्युत मंत्री १५ नवम्बर, १९६० के तारांकित प्रश्न संख्या ८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) यमुना जल-विद्युत योजना के प्रथम चरण के निर्माण कार्य में अब तक क्या प्रगति हुई है ;

(ख) उसके लिये केन्द्रीय सरकार उत्तर प्रदेश की राज्य सरकार को अब

तक क्या सहायता दे चुकी है और भविष्य में देने वाली है ;

(ग) उस योजना के द्वितीय चरण को प्रारम्भ करने के लिये अब तक क्या कार्यवाही की गई है ; और

(घ) उसका निर्माण कार्य कब से प्रारम्भ कर दिया जाने की आशा है ?

सिंचाई तथा विद्युत उपमंत्री (श्री हाथी) :
(क) प्रारम्भिक कार्य प्रगति कर रहे हैं ।

(ख) राज्य सरकारों को केन्द्रीय सरकार द्वारा दी जाने वाली वित्तीय सहायता परियोजना क्रम से विनिहित नहीं की जाती ।

(ग) तथा (घ) द्वितीय चरण के कार्य को अभी प्रारम्भ करने का विचार नहीं है । राज्य सरकार ने अभी तक द्वितीय चरण का परियोजना प्रतिवेदन प्रस्तुत नहीं किया है ।

श्री भक्त दर्शन : श्रीमन्, माननीय मंत्री के उत्तर से स्पष्ट है कि अभी इस योजना के प्रथम चरण में ही प्रारम्भिक कार्य किया जा रहा है मैं जानना चाहता हूँ कि जब इस की आधारशिला सन् १९४९ में प्रधान मंत्री जी के कर कमलों द्वारा रखी गई थी तो उसके बाद भी इसमें कोई तेजी क्यों नहीं लाई जा रही है और ढीलढाल क्यों की जा रही है ?

श्री हाथी : माननीय सदस्य को मालूम है कि पहले यमुना हाइड्रो-एलेक्ट्रिक प्रोजेक्ट पर काम शुरू होने वाला था । उसके बाद एक कोच डैम के बारे में इनवेस्टिगेशन हुआ और यह सोचा गया कि इस कोच डैम से ज्यादा बेनीफिट मिलेगा तो फिर कोच डैम पर इनवेस्टिगेशन हुआ और उसपर इनवेस्टिगेशन

होते हुए यमुना हाइडल का इन्वेस्टिगेशन स्थगित कर दिया गया। अब पता चला है कि कोच डैम एकोनामिकल नहीं हो सकता तो उसको ड्रॉप कर दिया है और अब यमुना हाइडल का काम फिर आगे बढ़ा दिया गया है।

श्री भक्त बर्षान : जब इसका कार्य इतने वर्ष के बाद प्रारम्भ हुआ है तो इसको पूरा करने में कितना समय लगने का अनुमान है और उसमें क्या कुछ तेजी लाई जायेगी ?

श्री हाथी : फर्स्ट स्टेज का काम यंड प्लान के दरमियान खत्म हो जायेगा।

Shri Tyagi: Have Government ensured that fair compensation is given in advance to the peasants whose lands and houses are being acquired?

Shri Hathi: As I said it is the policy of Government to give fair compensation to the people whose lands are submerged.

Shri Tyagi: Is it given in advance before the land is acquired?

Mr. Speaker: Is the hon. Member more interested in the project or in compensation and other details. Hon. Members will elicit information regarding the project. The further steps to be taken when lands are acquired is a normal process. Otherwise, we will spend away all our time on this. We are not able to cover more than ten questions per day. Unless somebody has come and represented to the hon. Member that land is taken away without payment of compensation, there is no meaning in spending time on these.

Shri Tyagi: May I submit that this project is in my constituency? A case has just come to notice where a peasant's land has been acquired and he has been thrown out without payment of compensation. I want to

know what the policy of Government is?

Mr. Speaker: Why does not the hon. Member give up the project? These are all incidental.

Shri S. M. Banerjee: In reply to a previous question the hon Minister stated that the project report of the second phase had so far not been received for clearance by the Planning Commission. I want to know whether the report has now been received.

Shri Hathi: The project report is prepared by the State Government. It has not been received by the Planning Commission.

Inland Water Transport

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*564. { **Shri Rameshwar Tantia:**
 Shri Ram Krishan Gupta:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 52 on the 15th November, 1960 and state:

(a) whether Government have now finalised the schemes for the development of Inland Water Transport during the Third Five Year Plan period; and

(b) if so, the details of the schemes finally approved?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [See Appendix II, annexure No. 38].

Shri Rameshwar Tantia: May I know whether it is a fact that water transport from West Bengal to Assam is reduced considerably and whether it is on account of lesser number of cargo steamers from Pakistan?

Shri Raj Bahadur: I am not aware of any large scale reduction. There

might be fluctuations, seasonal or otherwise, here and there.

Shri Rameshwar Tantia: Previously lots of goods were going by steamer from West Bengal to Assam. Nowadays it goes by air. May I know the reason for it?

Shri Raj Bahadur: It is estimated that about 60 per cent. of the total traffic of exports and imports going to and coming from Assam is carried by water transport.

Shri Ramanathan Chettiar: May I know the position in regard to the Buckingham Canal Scheme—at what stage it is?

Shri Raj Bahadur: The hon. Member might have noticed that in the State sector a provision has been made for a sum of Rs. 10 lakhs for improving road connections to the Buckingham Canal, and improvements to the canal and tow paths.

Shri Ram Krishan Gupta: It is said that a loan of Rs. 2 crores was given to the Joint Steamer Companies. May I know the number of companies to which the loan was given?

Shri Raj Bahadur: This loan was specifically given to those companies which carry the bulk of the trade between Assam and the rest of the country. That is with a view to enable them to renew or replace the old fleet.

Shri Achar: The Gokhale Committee had reported in favour of a canal from Kundapur to Mangalore. May I know whether it is under consideration, and whether it would be taken up in the Third Plan?

Shri Raj Bahadur: The details have been given in the statement State-wise.

Shri Indrajit Gupta: In the course of the reply given on the 15th November, 1960 to Starred Question No. 52, it was stated that the provisional estimate of loans for the joint steamer

companies would be Rs. 150 lakhs and for dredging purposes Rs. 75 lakhs. Now, I find in this statement that the loan to the joint steamer companies has been increased by Rs. 50 lakhs, and the provision for dredging has been cut down from Rs. 75 to Rs. 25 lakhs. May I know on what considerations these changes have been made?

Shri Raj Bahadur: These proposals have been examined thoroughly in consultation with the Planning Commission, and the changes have been effected on their advice, keeping in view the financial resources available, and also the priorities involved among the various items of development.

कुलपहाड़ स्टेशन पर गोदाम

*५६५. श्री म० ला० द्विवेदी : क्या रेलवे मंत्री १७ नवम्बर, १९५६ के प्रतारोक्त प्रश्न संख्या ८४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे की मानिकपुर-झांसी लाइन पर स्थित कुलपहाड़ स्टेशन पर गोदाम बनाने के लिये क्या कोई कार्यवाही की गई है ; और

(ख) यदि हां, तो उसका क्या परिणाम रहा ?

रेलवे उपमंत्री (जी से० बें० रामस्वामी) :

(क) जी हां ।

(ख) इस काम को १९६१-६२ में शुरू करने के सवाल पर मध्य रेलवे विचार कर रही है ।

Shri M. L. Dwivedi: I want to know whether the Minister knows that thousands of maunds of grain are destroyed every year by rain at this railway station because of lack of a godown, and that though provision was made in the First and Second Plans, the godown has not yet been constructed, though in much smaller stations godowns have been constructed?

Shri S. V. Ramaswamy: I refute the suggestion. No case of inward or outward traffic has been damaged by rains or rain water. It has not been reported so far, or brought to my notice. As a matter of fact, due precautions are taken by the station staff to give a covering of tarpaulins, and no damage has yet been reported.

Shri M. L. Dwivedi: I am a personal witness.

Shri S. V. Ramaswamy: As to the programme, there is a provision of Rs 15,000 for providing a shed in 1960-61, but we find that a bigger shed will be necessary, and in 1961-62 we propose to have a bigger shed at a cost of Rs. 1 lakh and odd.

Allocation of Power Generations to States

*566. **Shri Harish Chandra Mathur:** Will the Minister of Irrigation and Power be pleased to state:

(a) to what extent the allocation for power generations made for various States for Third Five Year Plan will level up the backward States and area comparatively with other States;

(b) whether it is not a fact that gap will be widened;

(c) if so, what are the justifications for such allocations; and

(d) will a statement be laid indicating how much installed power was sanctioned for each State during the Second Five Year Plan and sanctioned now for the Third Five Year Plan?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) The requirements of additional generating capacity of each State and allocation of funds therefor, were recommended by the Working Group on Irrigation and Power on the basis of detailed load survey figures. This programme would improve the power position in all States. The question of levelling up power generation in various States does not arise, as the supply of power

is linked with the demand which varies from State to State.

(b) and (c). Do not arise.

(d) A statement is laid on the table of the House. [See Appendix II, annexure No. 39].

Shri Harish Chandra Mathur: Do I understand that our future programme of power generation is such that we will be able to outstrip the demand? According to the statement made by the hon. Minister we are going to meet the full demand, and according to the load survey. The present position is that the demand always outstrips the supply. May I know, therefore, whether they are reversing the position in the Third Plan?

Shri Hathl: I never said, nor is it implied by the reply, that generation will outstrip demand. We shall be short, we might be able to be just self-sufficient, but we will not outstrip the demand at all.

Shri Harish Chandra Mathur: Will you kindly permit me three or four questions in sequence?

Mr. Speaker: What is the bargain about?

Shri Harish Chandra Mathur: According to the statement, even at the end of the second plan, the installed capacity of power in Rajasthan is end of the Second Plan, the installed capacity of power in Rajasthan is the lowest as compared to any other State except Jammu and Kashmir. May I know how the Government justifies making allocations just half that of Punjab, Maharashtra, Gujarat or Mysore, even in the Third Plan for Rajasthan?

Shri Hathl: We must take into consideration the existing schemes that are in operation or under execution in the various States. For example, Bhakra is going on. You cannot stop the whole project and start a new one. Secondly, we have also to look to the hydro-electric power potential. Koyna in Maharashtra is going on. You cannot

stop that and allocate the money to some other project. We have to think of the various States according to the resources available, according to their load demand, and have regard to the fact that certain projects are already under construction which have to be completed in time.

Shri Harish Chandra Mathur: May I know if it is not a fact that the Rajasthan Government's original demand for allocation was Rs. 50 crores, which has been cut down to Rs. 32 crores? How does the Government justify the cutting down of this allocation from Rs. 50 to Rs. 32 crores in view of the fact that Rajasthan, which was the lowest at the end of the First Plan, continues to be lowest in the Third Plan, and its backwardness will increase?

Shri Hathi: The Rajasthan Government had proposed Rs. 45 crores for power. That has now been tentatively reduced to Rs. 35 crores. There has been a cut of Rs. 10 crores. There has been an over-all cut in all the States, as we have to do it within the resources available.

Shri Chintamani Panigrahi: Recently the Prime Minister suggested that in respect of the production of power, India had not done well. So may I know whether the Planning Commission or the Ministry has demanded more money for allocation in the Third Plan for power production?

Shri Hathi: In fact, the Ministry and the Government of India are very eager to see that more power is generated. We had thought of having 15 million K.W. We are not satisfied with the present power development, but we have to do it within the limits of whatever resources are available.

श्री ज० लाल द्विवेदी : क्या माननीय मंत्री को यह मान्य है कि तीसरी पंचवर्षीय योजना में—और द्वितीय पंचवर्षीय योजना में भी—सरकार का यह ध्येय है कि पिछड़े हुए इलाकों में बिजली ज्यादा

पैदा की जाये, लेकिन हो यह रहा है कि पिछड़े हुए इलाकों में भी उसी तरह कट दिया गया है, जिस तरह कि डेवलप्ड इलाकों में और पिछड़े हुए इलाकों की तरफ कोई विशेष ध्यान नहीं दिया गया है ?

श्री हाथी : कट तो नहीं दिया गया है । वहां भी बढ़ता है ।

Some Hon. Members rose—

Mr. Speaker: My difficulty is this. The whole Plan is not before us. I allowed hon. Members every opportunity to discuss the various items in the Plan when I constituted the four Parliamentary Plan Committee. They say the over-all picture of the resources has been taken into account and an over-all cut has been imposed. Shall I go into the details here?

Shri M. L. Dwivedi: One small important question, Sir.

माताटीला योजना हमारे इलाके में बिजली के लिये बनाई गई थी, लेकिन न पहली पंचवर्षीय योजना में और न दूसरी योजना में उनको हाथ में लिया गया । मैं यह जानना चाहता हूँ कि ऐसा क्यों नहीं हुआ और यह कब तक हो जायेगा ।

Shri Hathi: I can reply to that.

सध्यस महोदय : हिन्दुस्तान में इस तरह की कई जगहें हैं । क्या करें ?

Shri M. L. Dwivedi: He was prepared to reply.

Mr. Speaker: If he is prepared, very well.

Shri Hathi: I was prepared to reply only if the Chair wanted me to reply, not otherwise.

Mr Speaker: That is all right. Has he got the information? If so, he can reply.

Shri Hathi: Yes. The Mata Tila project was not included in the core of the Plan during the Second Plan. Therefore it was left behind. But looking to the need of the area, the Ministry persuaded the Planning Commission to put it just next below the core, and now the foreign exchange requirements have been sanctioned, and the work will go ahead.

Shri Harish Chandra Mathur: In view of the Government's announced and reiterated policy that backward areas will be given special consideration, may I know what special consideration has been given to the backward areas, and particularly Rajasthan, in power allocation?

Shri Hathi: If we look at the figures of power generation in Rajasthan at the beginning of the First Plan and the power that will be available at the end of the Third Plan, we will find that it will be nearly five times.

Shri Harish Chandra Mathur: Is it a justification? How does it justify the allocation? He says that power production by the end of the Third Plan will have become five times that at the beginning of the Second Plan. But 1×5 is 5, 0×5 is 0, how does it justify? My question is whether we are making up the leeway. In view of your policy of the levelling up of the backward areas, my question is what special consideration has been given to Rajasthan in the matter of the Third Plan allocations, when it is the lowest again in the Third Plan allocations?

Shri Hathi rose—

Mr. Speaker: I am not going to allow the answer.

Shri Ram Krishan Gupta: There are other backward areas in other States also.

Shri Harish Chandra Mathur: It is a question of policy.

Mr. Speaker: I am not going to allow. Next question.

Shri Harish Chandra Mathur: It is a very wrong impression which has been created by the hon. Minister, because he has said that it would be five times, but it is just the other way round.

Dr. Sushila Nayar: May I know...

Mr. Speaker: I am not going to allow the other hon. Member to ask any supplementary question.

As soon as a question is taken up, I give opportunities to those hon. Members who stand in their seats, and I try to exhaust them first. But after all the supplementary questions have been answered, when I am trying to go to the next question, if an hon. Member gets up to ask supplementaries, I find it difficult. I am not prepared to allow hon. Members who rise in their seats afterwards, because it will then become endless.

So far as Shri Harish Chandra Mathur is concerned, I have allowed him sufficient time. Each State has got its own under-developed areas. Shall I allow questions here with respect to the details of the policy, programme etc.? He can discuss these things on the floor of the House during the various debates from time to time.

Dr. Sushila Nayar: Sometimes, a question arises out of the answer to a supplementary question, and one has to ask questions.

Mr. Speaker: He or she has to hold his or her soul in patience. Next question.

Shri Harish Chandra Mathur: It is these things which give rise to regionalism. We are all the time against

regionalism, and yet these are the things which are happening.....

Mr. Speaker: Order, order. The hon. Member cannot go on speaking, when I have called the next question.

Shri Harish Chandra Mathur: I am not asking any question. When you have said.....

Mr. Speaker: I have allowed him a sufficient number of questions. Let him not get angry now. Now, next question.

Formation of Zonal Scheme for Punjab

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 *567. { **Shri Ram Krishan Gupta:**
 Shri S. M. Banerjee:
 Shri Raghunath Singh:
 Shri Bibhuti Mishra:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 44 on the 15th November, 1960 and state at what stage is the proposal for formation of a modified Zonal scheme for Punjab?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): No decision has yet been taken to modify the zonal scheme for Punjab.

Shri Ram Krishan Gupta: May I know whether any specific programme has been received from the Punjab Government in this regard?

Shri A. M. Thomas: No specific proposal has either been called for or received.

Shri S. M. Banerjee: May I know whether the stage has been reached when all zonal restrictions between Punjab, Delhi and UP are to be relaxed or removed, and if so, whether Government have taken any final decision to this effect?

The Minister of Food and Agriculture (Shri S. K. Patil): Government are considering the situation, and

very soon, after the results of the current season's crops are known, possibly, there would be no zones, so far as wheat is concerned. I have answered this question more than once on the floor of the House. I am merely waiting for the results of the present crops.

Sardar Iqbal Singh: May I know whether Government are also considering the present position of the surplus wheat in Punjab, so that there may not be an unnecessary decline of wheat prices in the next crop?

Shri S. K. Patil: Yes. The question of surplus is there everywhere, and not only in Punjab; the only remedy for it is to have one zone, so that it just naturally travels like air or light or anything of that kind.

Shri Ram Krishan Gupta: May I know whether it is a fact that the Punjab Government is still selling wheat by itself, and if so, what steps Government propose to take to abolish State trading in that State?

Shri S. K. Patil: No, the point is that both the Punjab and Madhya Pradesh Governments had some stock which had to be disposed of. But the wheat cannot last for more than a year; it gets deteriorated, and that is why sometimes there is a little difficulty both in Punjab and in Madhya Pradesh, but we are trying to iron it out, so that that wheat would be sold.

Shri Ram Krishan Gupta: My information is that the Punjab Government are still procuring.

Shri S. M. Banerjee: The hon. Minister has stated that a decision is likely to be taken. I want to know when the final decision is going to be taken, whether it will be taken in one month or two months or three months? Let us have some idea about it.

Shri S. K. Patil: I said, after the arrival of the crops; that means now very few weeks.

Shri Braj Raj Singh: From the answer of the hon. Minister it appears that this is a question of extracting the surplus wheat all over the country. May I know what has happened to the proposal of the Ministry with regard to the appointment of the agricultural price fixation board so that the farmers could be saved from the falling down of prices?

Shri S. K. Patil: That does not necessarily arise out of the main question, except in a very distant way.

Shri D. C. Sharma: May I know what facilities the Central Government are offering to the Punjab Government so that they can dispose of the surplus wheat at economic prices?

Shri S. K. Patil: We are giving them all manner of facilities wherever they want to sell their wheat. Apart from the removal of zonal restrictions etc. we are allowing them to sell it wherever they want to. Then, there are slightly higher prices in Punjab, in order that these stocks of wheat that are with them could be sold. We are allowing that. More than that, nothing could be done.

Navigation Facilities in Rajasthan Canal

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*568. { **Shri Ram Krishan Gupta:**
Shri R. C. Majhi:
Shri Subodh Hansda:
Shri Ajit Singh Sarhad:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 356 on the 18th November, 1960 and state:

(a) whether Government have finally considered the navigation facilities scheme in Rajasthan Canal; and

(b) if so, what is the decision of Government?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The matter is still under consideration.

Sardar Iqbal Singh: In view of the single lining of the canal at present, may I know whether these facilities also will be provided right now along with the construction of the canal, so that if a decision is taken to make it navigable afterwards, there will no necessary delay and unnecessary expenditure?

Shri Hathi: Actually, that matter is being considered now, from the point of view of whether we should make arrangements now itself so that if in future it is decided that it should be a navigable canal, we should have so designed it that unnecessary delays may not occur or subsequent changes may not have to be made.

Sardar Iqbal Singh: May I know whether it is a fact that in regard to the navigability of that canal, the experts have stated in their report that it should have double coating? Since the canal is now being constructed with only a single coating, may I know how it is possible to make it navigable afterwards with this single coating?

Shri Hathi: Actually, these are the points which are being considered. As for the report of the experts, the hon. Member's information is correct. These are the matters which are being considered, as to whether it should be a single lining or double lining, up to what limit it should be so and so on. These are the matters which are actually being considered.

Shri Ram Krishan Gupta: May I know whether Government are also considering the question of providing navigation facilities from Kandla or some other place also?

Shri Hathi: As I said, that is an idea only. We have not yet investigated further into that matter.

Shri Harish Chandra Mathur: Do I understand that the designing of the Rajasthan Canal has not been finalised? If we are going to have navigation, then, what is the capacity and what is the span and so on? What is the broad nature of the plan?

Shri Hathi: The question is not one of designing the canal. The question is how it should be lined. The capacity will remain the same. Whether the lining will be single or double, what the span of the bridge should be and so on—these are the details which are being considered.

मुगलसराय और कलकत्ता के बीच बिजली की रेलगाड़ियां

*५७०. { श्री प्रकाशचौर शास्त्री :
श्री सुबिमन घोष :
श्री एस० एम० बनर्जी :
श्री कालिका सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) मुगलसराय से कलकत्ता तक बिजली की रेलगाड़ियां चलाने की योजना को कार्यान्वित करने में अब तक और क्या प्रगति हुई है ;

(ख) क्या तृतीय पंच वर्षीय योजना में यह कार्य पूरा हो जायेगा ;

(ग) इस नारी योजना पर अनुमानतः कितना व्यय होगा ;

(घ) क्या गाड़ियों की गति पर भी इसका कुछ प्रभाव होगा ; और

(ङ) यदि हां, तो कितना ?

रेलवे उपमंत्री (श्री साहबबाबू लॉ) :

(क) से (ङ) एक बयान सभा पटल पर रख दिया गया है ।

चिबरण

(क) सेउड़ाफुली-तारकेद्वर शाखा सहित हाबड़ा-बर्दवान खण्ड पर अगस्त

१९५८ से और प्रधानखांटा-पाथरडीह शाखा सहित आसनसोल-गोमो खण्ड पर फरवरी १९६१ से बिजली गाड़ियां चल रही हैं । गोमो-मोगलसराय और आसनसोल-दुर्गापुर खण्डों पर काम जारी है ।

(ख) जी हां, कार्ड लाइन हो कर, दुर्गापुर-डाक्स खण्ड को छोड़ कर ।

(ग) बिजली योजना पर कुल अनुमानित खर्च इस प्रकार है :—

(करोड़ रुपयों में)

(i) सेउड़ाफुली-तारकेद्वर शाखा सहित हाबड़ा-बर्दवान खण्ड	१८.४७
(ii) प्रधानखांटा-पाथरडीह और तेतूलमारी-कुसुण्डा-धनवाद शाखा लाइनों सहित दुर्गापुर-मोगलसराय खण्ड	२२.९१

(घ) और (ङ). आसनसोल-गोमो लाइन खण्ड पर अभी हाल में बिजली गाड़ियां चलाई गई हैं । इस खण्ड पर समय की काफी बचत तभी हो सकती है जब दुर्गापुर से मोगलसराय तक सारे खण्ड पर बिजली गाड़ी चलाने की व्यवस्था हो जाय और सभी गाड़ियां बिजली से चलने लगे । कलकत्ता के उपनगरी खण्डों में समय की बचत इस प्रकार हुई है :—

खण्ड	समय की बचत (मिनटों में)	
	अप गाड़ियां	डाउन गाड़ियां
हाबड़ा-बर्दवान	२७	२२
हाबड़ा-बर्दवान	७३	६४
हाबड़ा-तारकेद्वर	४०	५१

श्री प्रकाशचौर शास्त्री : माननी उपमंत्री महोदय ने प्रश्न के भाग (ख) के उत्तर में लिखा है कि मुगलसराय-कलकत्ता

साइन पर तृतीय पंच वर्षीय योजना में बिजली की रेलगाड़ियां चालू हो जायेंगी, परन्तु साथ ही यह भी लिखा है कि "कार्ड साइन हो कर दुर्गापुर-डाक्स खण्ड को छोड़ कर"। क्या मैं जान सकता हूँ कि इस खण्ड को किस तरह से छोड़ा जा रहा है ?

श्री शाहनवाज खाँ : इसकी इस वक्त चर्चा हाल जरूरत नहीं समझी गई ।

श्री प्रकाशवीर शास्त्री : तृतीय पंचवर्षीय योजना में मुगलसराय-कलकत्ता के बीच जब बिजली की रेल गाड़ियां चालू हो जायेंगी, तो इस में कोयले की कितनी बचत होगी ?

श्री शाहनवाज खाँ : जितनी कोयले की गाड़ियां बन्द होंगी, वह सब बचत ही बचत है ।

श्री प्रकाशवीर शास्त्री : मैं जानना चाहता हूँ कि क्या इसका कोई अनुमान लगाया गया है या नहीं लगाया गया है ?

श्री शाहनवाज खाँ : अनुमान लगाया गया है, लेकिन धाँकड़े इस वक्त मेरे पास नहीं हैं ।

Shri Sadhan Gupta: May I know when the section between Burdwan and Asansol will be electrified, and by what time the trains will start running direct from Howrah to Dhanbad?

Shri Shahnawaz Khan: For the time being, the section from Burdwan to Durgapur is not being electrified.

Shri Mahanty: May I know to what extent the electrification in this route has been able to remove bottle-necks in transport in this sector?

Shri Shahnawaz Khan: I cannot say that we have completely removed all the bottle-necks. But where we

were previously running 47 trains, we are now able to run 78 trains.

Shri Mahanty: I wish to make a very humble submission. One of the justifications given for electrification is to remove bottle-necks in this very important sector between Howrah and Mughalsarai. The House wants to know what the evaluation of the removal of the bottle-necks is. The hon. Minister says that he has no information.

Mr. Speaker: I also understood the hon. Minister to say that 31 bottle-necks have been removed, 47 trains were running previously, and now 78 trains are running. That is the manner in which he has assessed. What more is necessary?

Shri Mahanty: That gives only the number of trains. What about the bottle-necks?

Mr. Speaker: What else is required except that?

Shri Indrajit Gupta: May I know whether there is a proposal for electrification of the chord line between Howrah and Burdwan? So far, only the main line has been electrified.

Shri Shahnawaz Khan: For the time being, that has been postponed.

Shri Tridib Kumar Chaudhuri: Apart from the Howrah-Mughalsarai section, what other lines for electrification have Government in view, and whether any surveys are in progress at present?

Mr. Speaker: I am not going to allow it. He is going from one line to another.

Shri S. M. Banerjee: It is mentioned in the statement that the saving in time in the Up trains is 27 and 73 minutes and that in the Down trains 22 and 64 minutes. I want to know why the saving is less in the Down trains.

Mr. Speaker: These are technical matters. I do not know if we are going to understand it. The Up trains may be slower than the Down trains.

Shri S. M. Banerjee: It is, of course, a technical matter.

Mr. Speaker: It is more easy to move down than to move up. Next question.

Complaint Box in Running Trains

*571. **Shri Raghunath Singh:** Will the Minister of Railways be pleased to state:

(a) whether the system of complaint box is being introduced in running trains; and

(b) if so, the details of the scheme?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir.

(b) Tamper-proof boxes designated as "Suggestion & Complaint Boxes" are being provided in guard's compartments of all passenger trains. The letters dropped in the boxes are to be noted down in a register at the station where the train terminates and sent to the headquarters or Divisional/District offices where the complaints are dealt with and suitable action taken.

Shri Raghunath Singh: May I know how the system is functioning at present and what is the number of complaints received during the last six months?

Shri S. V. Ramaswamy: So far 197 letters have been received, and we find that no letter has been received at the box provided in the guard's compartments, and also no useful suggestion has so far been received.

Sardar Iqbal Singh: May I know whether the attention of Government has been drawn to the fact that sometimes copies of the complaints are torn and thrown away?

Shri S. V. Ramaswamy: If the hon. Member brings it to our notice, we shall take action.

Shri Prabhat Kar: May I know how much time is taken by the railway authorities from the date of a complaint and the action taken on the complaint?

Shri S. V. Ramaswamy: It depends upon the nature of the complaint and the action that has to be taken.

Shri Ramanathan Chettiar: May I know whether the travelling public is made aware of the existence of the complaint box in the train?

Shri S. V. Ramaswamy: The complaint box has been there for some time in the guard's compartments.

Mr. Speaker: I do not think even first-class passengers ever know it. At least one first-class passenger did not know about it.

Shri S. V. Ramaswamy: At least now it will receive publicity.

Shipping of Imported Goods

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*574. { **Shri Morarka:**
 Shri Nathwani:

Will the Minister of Transport and Communications be pleased to state:

(a) whether goods imported for Government projects and public undertakings are bought on the basis of 'C.I.F.' or 'F.O.B.' basis;

(b) whether we have any say in the matter of shipping these goods; and

(c) how much of this cargo is reserved for Indian ships?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Every effort is being made to "buy FOB and sell CIF" and though Government Departments and Undertakings are fully co-operating there are excep-

tions and it is not possible to adhere to the above principle in all cases.

(b) We are having an increasing say in the matter of shipping, but it is never our intention to monopolise our entire trade to Indian shipping as that would be flag discriminatory.

(c) There is no reservation as such of cargo to be carried by Indian ships but we aim at carrying 40 per cent. which is less than what several maritime nations aspire to carry.

Shri Morarka: Is it not a fact that in spite of the decision that all purchases must be made on FOB basis, many Ministries are still purchasing most of the goods only on CIF basis?

Shri Raj Bahadur: The purchases have to be on FOB basis so that our ships may have an opportunity to carry them. Purchase on CIF basis would be wrong.

Shri Morarka: They are buying mostly on CIF basis in spite of the decision that all purchases should be on FOB basis.

Shri Raj Bahadur: Purchases on FOB basis would be more favourable to our shipping so that our shipping might have the benefit.

Shri Morarka: What I say is that there is a Government decision that all these purchases must be made on free on board basis so that the shipping may be controlled by us. But in spite of this decision, all the purchases—in any case, most of the purchases—are made on CIF basis so that the shipping is controlled by the foreign suppliers.

Shri Raj Bahadur: Our policy is that purchases should be on FOB basis and any sales that we have to effect should be on CIF basis. We are trying to do that. State Governments have been informed, and all the State undertakings are trying to follow it. But it is not possible to adhere to this principle in all cases, firstly for lack of adequate shipping space, secondly for lack of the re-

quired ship being placed on a particular port, and thirdly, for various other factors, e. g. the economics factor, freight rate factor etc. We on our part are trying to do whatever is possible.

Shri Morarka: Apart from the question whether we carry the cargo in our ships or not, if the shipping is controlled by us there are definite and distinct advantages. May I know what are the difficulties in the way of purchases being made on FOB basis rather than CIF basis?

Shri Raj Bahadur: As I have said, we have appointed a Committee known as the Co-ordinating Committee which is headed by the Transport Secretary and has got various Ministries concerned represented on its personnel. They are trying to do it. Apart from that, we have a Chartering Committee also for chartering ships wherever Indian shipping companies can place ships at our disposal.

There is no difference of opinion so far as the principle is concerned. The question is how far we can implement it.

Dr. Sushila Nayar: The hon. Minister says that there is no difficulty with regard to the policy. He also said that State Governments have been given instructions and so on. Here in the Government of India itself, the sister Ministries are not following that policy. What is the use of having these committees when their decisions are not implemented even at the Government of India level? What is the Transport Ministry doing about it to see that the decisions and the policy are actually put into practice?

Shri Raj Bahadur: I would respectfully submit and repeat that there is no difference between the Ministries concerned as regards the question of policy. But as I said, we have certain handicaps about the availability of Indian ships themselves, ships of the proper size at the proper port and so

on. The public undertakings and the Central sector are very conscious of it, and more and more we are trying to adhere to this principle and follow the policy I have just outlined.

Dr. Sushila Nayar: The hon. Minister is missing the point. If the purchases are not made on free on board basis, then it may not be possible for us to have our ships. They may be released from that agreement to use any ships that they can. But here even at the time of making contracts we are not doing this. We have not put into practice the decision we have taken that the purchases will be on FOB basis. What is the reason for that?

Shri Raj Bahadur: That is not true for all public undertakings. In fact, all public undertakings are conscious of the need to patronise Indian shipping as far as possible. I would say that we have a proposal under consideration whereby we shall make these public undertakings in the Central sector conform to the policy and follow it more effectively.

Shri Morarka: May I know whether the hon. Minister has data as to how much of these imports are on CIF basis and how much on FOB basis, particularly after this decision of Government?

Shri Raj Bahadur: I have got figures about the quantity of cargo carried inward and outward and also between non-Indian ports during the last three years. I cannot divide them into CIF and FOB basis. I have not got those figures. In case, he requires it, I can place them on the Table.

Smoke from Diesel Buses

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*576. { **Shri Raghunath Singh:**
Shrimati Ila Palchoudhuri:
Shri P. K. Das:

Will the Minister of Health be pleased to state:

(a) whether Government of India's attention has been drawn to a report

published in the 'Statesman' dated January 21, 1961 that smoke emitted by diesel buses is not harmful to health;

(b) whether the Government of India have caused any enquiries to be made in connection therewith; and

(c) if so, the details, thereof?

The Minister of Health (Shri Kar-markar): (a) Yes, Sir.

(b) and (c). The Government of India have appointed an Expert Committee for studying public health engineering practices and procedures in foreign countries and for preparing a draft manual for the guidance of public health engineers in India. This Committee has been asked to make an intensive study of the pollution of atmosphere by smoke-emitting buses in big cities.

The Committee is expected to submit its report to the Government during this year.

श्री रघुनाथ सिंह : क्या मैं यह जान सकता हूँ कि इस कम्पनी के कौन कौन से लोग मददगार हैं और उस के टर्म्स आफ रीफरेंस क्या हैं ?

श्री करमरकर : इस के मन्त्रालय हैं :

Shri N. V. Modak	Special Engineer, Chairman Bombay Corporation	
Shri S. Rajgopalan	Asstt. D.G. (Public Health Engineering), Dte. G.H.S.	Member Secretary
Shri P. C. Bose	Chief Engineer, West Bengal	Member
Shri Purtej Singh	Engineer-in-Charge, Bhilai Project	-do-
Shri N. Majumdar	Professor of Sanitary Engineering, All India Institute of Hygiene & Public Health, Calcutta.	-do-

उस के टर्म्स आफ रिफरेंस हैं पब्लिक हेल्थ इंजीनियरिंग के बारे में सिफारिश करना, जो सवाल माननीय सदस्य ने उठाया उस को मिला कर।

Regional Director of Food, Calcutta

*577. **Shri Tridib Kumar Chaudhuri:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Regional Director of Food, Calcutta had invited tenders from intending purchases asking for quotations upto 8th February, 1961 for more than 25,000 gunny-bags of decayed foodgrains meant for use as cattle-feed, poultry-feed, or for the manufacture of industrial starch or such other industrial manufactures or as fertilizers on the basis of the principles 'as-is where-is';

(b) what is the total quantity of decayed foodgrains offered for sale in this lot, the kind of foodgrain involved, the procurement cost of the same and total loss involved;

(c) what are the reasons for the decay of this lot for sale; and

(d) the total quantity of decayed foodgrains sold or otherwise disposed of out of the Central Food Reserves in different regions in the years 1955-60 and 1960-61?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). Yes, tenders were invited for sale of 27,074 bags of imported wheat which was damaged in voyage by saline water. The quantity involved is about 2,300 metric tonnes and its original cost is estimated at about Rs. 7.5 lakhs. Claims have been lodged against ship-owners. The final loss cannot be computed until these claims have been settled and the damaged wheat has been disposed of.

(d) A statement is placed on the Table of the House.

(Figures shown in metric tons)

Name of Region	1959-60	1960-61 (Upto December)
Eastern Region	1,773	722
Southern Region	517	249
Western Region	7,094	2,678
Northern Region	38	166

Shri Tridib Kumar Chaudhuri: Here in the statement the quantity of damaged foodgrains unfit for human consumption, sold or otherwise disposed of during the two years has been given. May I enquire whether any proper survey has been made of the quantity of foodgrains which have been damaged in godowns and also whether all of them have been disposed of one way or the other or whether there are still other quantities classed as damaged but not yet disposed of?

Shri A. M. Thomas: With regard to damage in the ship, on arrival of the steamers an assessment is being made by international marine surveyors. With regard to damages in the godowns it has been quite negligible. Speaking from memory, it is 0.02 per cent or something like that of the total quantity handled.

Locust Invasion

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*578. { **Shri Indrajit Gupta:**
Shri Arjun Singh Bhaduria:
Shri P. G. Deb:
Shri P. C. Borooah:
Shri Inder J. Malhotra:
Shri Bahadur Singh:
Shri Nek Ram Negi:
Dr. Vijaya Ananda:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is a new threat of locust invasion in Indian States; and

(b) if so, the steps taken by Government to avoid the same?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). A statement is placed on the Table of the Sabha.

STATEMENT

According to the recent information received from Anti-locust Research Centre, London and the Food and Agriculture Organisation Technical Advisory Committee on Desert Locust Control, locust invasion this year is most likely.

Infiltration of locust swarms in India is mainly through the Rajasthan desert totalling about 82,000 sq. miles where locusts mostly breed. In order to take effective anti-locust measures for the destruction of locusts, all the 41 outposts, set up over the desert area under the Central Locust Warning Organisation, have already been adequately strengthened and equipped with modern equipment, pesticides and other deadly poisons. Wireless sets, which have already been installed at the various strategic points, are being used for locust intelligence and for maintaining a close liaison for control measures.

In order to take effective anti-locust aerial operations, the existing Aerial Unit, which at present comprises of 2 aeroplanes, is being strengthened by importing 2 additional aeroplanes.

Locust invasions in India are the result of locust breeding and ineffective or inadequate locust control in the original breeding areas in Arabian Peninsula and elsewhere where they breed and form into swarms. With a view to minimising their intensity, Government of India has been participating for the 7th year in succession during 1961, in an international anti-locust campaign, organised by the Food and Agriculture Organisation of the United Nations, in the Arabian Peninsula.

With a view to improving the efficiency of locust control organisations

and methods, a training course of 4 days duration for the officers of the State Governments is proposed to be held in April, 1961 in Bikaner. The States which are vulnerable to locust invasion have already been alerted to make adequate preparations for the locust control during the summer and autumn.

Shri Indrajit Gupta: May I know whether, in addition to the other measures which are detailed here in the statement, there is any proposal to supply at the cost of Government insecticides, or pesticides as they are called directly to the farmers in the areas which are likely to be affected?

Dr. P. S. Deshmukh: That would be hardly possible because we do not know where exactly these locusts would settle down; and it would be a sort of widespread distribution which would not be very purposeful.

Utilization of Food Wastage

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{ **Shri Indrajit Gupta:**
*579. { **Shrimati Renu**
 Chakravartty:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government's attention has been drawn to the suggestions of Dr. Arthur Stahl of F.A.O. for utilisation of food now wasted in India; and

(b) whether, in view of these suggestions, any plan has been prepared for modernising the fruit and vegetable processing industry?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). I have seen a press report of a statement said to have been made by Dr. Stahl, an F.A.O. Food Preservation Expert, who was assigned to M/S Nagpur Orange Growers' Co-operative Association Processing Factory, Nagpur. No report has, however, been received from him by the Government of India. If and when he submits a report, it will be duly considered.

Shri Indrajit Gupta: Is it not possible for Government to find out directly from this Nagpur Orange Growers' Co-operative Association about the experiment conducted there particularly with regard to the possibilities of extracting pectin from oranges, orange waste and squeezed oranges so that we need not import pectin at considerable cost from abroad—a thing which is very necessary for the manufacture of jams, jellies, pharmaceuticals and so on?

Dr. P. S. Deshmukh: The idea is well-known to us. The difficulty is the collection and making it economic because we have not got the various industrial establishments and so on. Certainly, we will pay more attention as a result of Dr. Stahl's report and the Press report. In fact, the CFRI, Mysore is already engaged in this.

Shrimati Renu Chakravartty: What is the total amount of pectin which is now imported into the country and what would be the total foreign exchange savings if we can manufacture this in our country?

Dr. P. S. Deshmukh: I do not know; I will have to enquire from the Commerce and Industry Ministry.

Settlement of Claims of Retired Persons on Railways

*580. **Raja Mahendra Pratap:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that a large number of claims of retired persons on Northern Railway (Lucknow Division) are pending for settlement for the last several years; and

(b) if so, what is the number of such cases and what steps Government propose to take to expedite disposal of such cases?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). On Lucknow Division 9 Provident Fund cases and 56 Pension cases

are pending for over a year. In all the Pension cases anticipatory pension has been sanctioned. Final settlement of all the cases is engaging the attention of the Administration and these will be settled as early as possible.

Raja Mahendra Pratap: Can there be a plan to enquire to all complaints so that there will be no complaint at all?

Shri Shahnawaz Khan: We have an organisation to look into all the complaints; and all the complaints made are dealt with very promptly. But, in the meantime, more complaint come.

Shri T. B. Vittal Rao: Some anticipatory pension is being sanctioned. What is the percentage of this anticipatory pension to the total pension?

Shri Shahnawaz Khan: I am not able to say very definitely; but it varies with various cases; but, generally, the proportion is about 90 per cent.

Shri T. B. Vittal Rao: What are the grounds for this delay of more than a year in the settlement of these pension cases?

Shri Shahnawaz Khan: In some cases, certain records are not complete; in some cases there are some disputes about grades etc. All these have to be looked into and decision taken.

Theft of Iron Articles near Ambika Kalna Station, E. Railway

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*582. { **Shri Muhammed Elias:**
Shri Subiman Ghose:

Will the Minister of Railways be pleased to state:

(a) whether there was a theft of iron articles used by Railway near Ambika Kalna Station, Eastern Railway, on or about the 28th January, 1961;

(b) if so, whether there was any encounter with the thieves;

(c) if so, how many persons were killed and injured in the encounter;

(d) the names of those killed and injured;

(e) how many persons were apprehended;

(f) whether there had been such thefts before near that Station; and

(g) the loss incurred by the Railway as a result thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). Yes Sir. The incident occurred on the night between January 28 and 29, 1961.

(c) and (d). Only one accused person by the name of Sarban Singh resident of Salkia, Howrah was killed at the spot. None was injured.

(e) 4 persons have so far been arrested.

(f) Yes Sir.

(g) Approximately Rs. 92/- in the loss of tie-bars.

Shri Muhammed Elias: Is it a fact that very often in the Eastern and South Eastern Railway, from Khargpur to Howrah and Asansol to Howrah, in very broad daylight gangs of thieves break open the wagons and unload the wagons and no action is being taken to prevent this?

Shri S. V. Ramaswamy: We are taking every precaution. We are having the trains escorted by the Armed Railway Protection Force. As a matter of fact, we got the information in January that this theft is going on and we posted armed guards to protect the chowkidars. About 30 of these dacoits seem to have come to attack the chowkidars. When even after due warning the dacoits did not retreat, fire was opened and one man was shot dead.

Shri Muhammed Elias: May I know whether the man who was killed during the encounter was an outsider or whether he belongs to that

gang which has committed the theft in this station?

Shri S. V. Ramaswamy: Obviously, he belongs to the gang, and, probably, he was a very prominent member of the gang. There were certain identity papers, the identity card of the Employees' State Insurance Corporation which gave the name of Sarban Singh son of Ranka Singh, 53 Grand Trunk Road, Salkia, Howrah.

Shri Muhammed Elias: May I know whether any action is being taken to arrest the whole gang which is operating from Howrah to all these places in a very planned manner?

Shri S. V. Ramaswamy: We are very vigorously pursuing the matter. I hope we will bring the dacoit menace under check.

Shortage of Doctors in the Laccadive Ministry and Amindivi Islands

***583. Shri Nallakoya:** Will the Minister of Health be pleased to state:

(a) whether Government are aware of the shortage of doctors in the various dispensaries located in the Laccadive, Minicoy and Amindivi Group of Islands; and

(b) if so, whether it is possible for Government to send qualified doctors from Central Health Service for duty in the Islands?

The Minister of Health (Shri Kar-marker): (a) Yes, Sir.

(b) As the Central Health Service cadre has not yet been constituted, it is not possible to send doctors from the cadre to the Laccadive, Minicoy and Amindivi Islands. The U.P.S.C. have been requested to recruit suitable doctors for these Islands expeditiously.

Shri Nallakoya: Will the Hon. Minister consider the question of giving up recruitment on contract basis as this system creates new problems by resignation etc.?

Shri Karmarkar: Will the hon. Member please speak loud? I have not heard the question.

Mr. Speaker: Will the hon. Member repeat his question?

Shri Nallakoya: Will the hon. Minister consider the question of giving up recruitment on contract basis as this system creates new problems by resignation etc.?

Shri Karmarkar: But it solves many old problems.

Dr. Sushila Nayar: As the Central Health Service is in existence, what prevents the Government from making a few extra recruitments so that such people can be sent to out of the way places. It is only people in permanent service who will stick to these places for fear of losing their jobs. A new man can refuse or can go away. What prevents Government from making a few extra recruitments in the Central Health Service for such posts?

Shri Karmarkar: Nothing prevents the Government.

Mr. Speaker: The hon. Minister ought not to be satisfied with such an answer.

Shri Karmarkar: Perhaps you did not hear my original reply. I have said in the main reply that the U.P.S.C. have been requested to recruit suitable doctors for these posts expeditiously. After that answer, this question is put. What am I to do, Sir?

Mr. Speaker: Instead of bringing in new people who may resign and get away, old people who have got some experience and have got some service also to their credit may be posted there so that they cannot easily chuck off.

Shri Karmarkar: That was not the question. The question was: what prevents the Government from making

recruitment? I replied: nothing prevents the Government.

Mr. Speaker: Dr. Nayar put a different question.

Shri Karmarkar: Did she? I am sorry.

Dr. Sushila Nayar: As the Central Health Service people have some stake and they are not likely to resign quickly, why does not the Government have a few people extra in that Service so that some of these permanent Government servants can be posted in these out of the way places?

Mr. Speaker: Those who have got some stake may be posted there instead of raw recruits who do not have any stakes and who come away next day.

Shri Karmarkar: So that those who have some stakes may reconsider the matter and may resign from there?

Mr. Speaker: I am really surprised. Is there no difference between a raw recruit and a man who has some stake. If a man who has some stake resigns, what prevents the others who have no stakes from coming away?

Shri Karmarkar: I am afraid, Sir, I cannot take the same liberty with the hon. Speaker as with the other hon. Members. I would like to explain the position.

Mr. Speaker: The hon. Minister should also give a reasonable answer to the question in the House. Dr. Sushila Nayar suggests that new recruits may be taken here and older people may be asked to go. The hon. Minister says that even they resign. If even they resign, there is no help. As between the ~~two~~ ^{temp.}, the older people have a stake. So, what is the difficulty?

Shri Karmarkar: I will explain it so that there may not be any doubt left. Unless we have some provision for sending doctors away from one

place to another, we cannot do that and there is no such provision. The Central Health Service cadre has not yet been formed and therefore, we cannot transfer anyone from, say, Delhi to Amindivi islands. The only alternative left for us is to recruit and we have asked the UPSC to recruit doctors. What further action should be taken, I am unable to say. Unless some useful suggestion is made, I am not able to see my way at all.

Mr. Speaker: As it is, there is no All India Service?

Shri Karmarkar: It is not yet constituted. That is what I said in my original reply: "As the Central Health Service cadre has not yet been constituted, it is not possible to send doctors from the cadre to the Laccadive, etc."

Dr. Sushila Nayar: Then, may I ask: how the posts for the Central Health Service have been advertised from time to time? A number of people have been recruited in that service. I would like to be enlightened as to what that service is?

Shri Karmarkar: Again we are not recruiting any persons for the Central Health Service. We are recruiting people for certain posts which are advertised. If there is a post of a senior surgeon at Willingdon hospital, we advertise that post; we do not advertise for the Central Health Service. Unless something is constituted, I am unable to appreciate how we can recruit people.

Shri V. Eacharaj: Is any special allowance given to the doctors who are posted there so that they may be attracted to go and serve there?

Shri Karmarkar: I should like to have notice. But so far as my notes show, there is no such allowance. I shall look into the matter.

Bhogdoi Bridge at Jorhat

***584. Shrimati Mafida Ahmed:** Will the Minister of Transport and Communications be pleased to refer to the reply given to starred question No. 1466 on the 13th April, 1960 and state whether any final decision has been taken with consultation of the State Government of Assam for expansion of the Bhogdoi Bridge at Jorhat and to widen the existing National Highway to cope with the traffic?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Yes. The State Government have agreed to the construction of a new bridge on the proposed bye-pass of National Highway No. 37, downstream of the existing bridge at Jorhat. In view of this the question of expansion of the existing Bhogdoi Bridge and widening of the existing National Highway does not arise.

Shrimati Mafida Ahmed: May I know whether it will be done in the course of the Third Plan period?

Shri Raj Bahadur: Yes, Sir that is the intention.

Import of Luxury Cars

***585. Dr. Vijaya Ananda:** Will the Minister of Transport and Communications be pleased to state:

(a) whether 200 luxury cars were imported into India for tourism;

(b) if so, what is their allotment to different States; and

(c) the procedure of allotment?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c) A statement is laid on the Table of the Sabha.

STATEMENT

(a) 60 cars were imported for the use of tourists in 1959 and not 200.

(b) The allotment of the 60 cars to the various States was as follows:—

Delhi	23
Jammu & Kashmir	10
Madras	2
Maharashtra	4
Orissa	2
Punjab	3
Rajasthan	3
Uttar Pradesh	7
West Bengal	4
	58
Air-India International	2
TOTAL	60

(c) A total of 27 cars out of the batch of 60 cars were distributed to State Government operators with a view to providing better transport facilities at popular tourist centres which lacked such amenities. Of the rest, two cars were allotted to Air-India International for transporting their V.I.P. guests such as foreign travel agents etc while the remaining 31 cars were allotted to private operators in Delhi, Bombay, Calcutta, Madras and Madurai on the basis of the strength of their existing fleet, financial status and the importance of the place from the tourist traffic angle.

Dr. Vijaya Ananda: May I know whether we had any protest from any of the States, particularly Delhi?

Shri Raj Bahadur: I am not aware of any protests from the State Governments.

Shri Mahanty: What is the total foreign exchange spent for importing these 200 luxury cars?

Shri Raj Bahadur: The number of cars stated in the statement is 60 and not 200 and permission was taken for importing them to meet the requirements of the foreign tourists. For some years, there has been a ban on the import of big cars.

Shri Mahanty: That is not my question. What was the total amount of foreign exchange spent in importing these luxury cars? Could we not have done without these at a time when our foreign exchange position is not so good?

Shri Raj Bahadur: I was replying to the first part of the question which was based on some sort of a wrong impression. The number was not 200; it was 60. I was explaining that we had to import them to meet the requirements of the tourist traffic. The value of these cars ranges from Rs. 23,000 to 25,000 each and they have been imported in a knocked down condition. I think that is the value, broadly speaking, in terms of foreign exchange.

Mr. Speaker: He was asking why even these cars were imported?

Shri Raj Bahadur: Because we do not manufacture large size cars and there has been a ban on the import of large-size cars. They are DLZ cars used by the foreign tourists.

Shri Mahanty: How have these luxury cars been put to use at the moment? Can we get the break-up?

Shri Raj Bahadur: The entire break-up is given in the statement. They are exclusively used for the purpose of the tourists—as DLZ taxis in Delhi and other places like Bombay, Calcutta, Madras, etc. Some cars have been allotted to State Governments to meet the requirements of State visitors, visiting dignitaries, etc.

Mr. Speaker: Next question.

Shri Raj Bahadur: I may clarify that the cars which have been given are also meant for tourist purposes.

Cultivation of Sugarcane in Maharashtra

*586. **Shri Goray:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the fact that some of the sugarcane factories in Maharashtra have discontinued planting sugarcane during this season, the reason given being that under the provision of the Land Ceiling Bill introduced in the State Legislature of Maharashtra, the agricultural lands in their possession are likely to be taken away by Government; and

(b) what steps Government propose to take in order to maintain the cultivation of sugarcane and the production of sugar at the present level?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) According to the information received from the State Government, planting of sugarcane has not been discontinued by any sugar factory in Maharashtra due to State Land Ceilings Bill.

(b) Does not arise.

Shri Goray: Did the sugar manufacturers in Maharashtra lead a deputation to the Minister-in-charge of this portfolio?

Shri A. M. Thomas: Yes, Sir; a deputation waited on the Minister.

Shri Bishwanath Roy: May I know whether the surplus land in these farms will be allotted to the farmers who may give an assurance that they will continue sugarcane cultivation in these lands?

Shri A. M. Thomas: In fact, after a great deal of discussion in regard to this matter, it was settled that the integrated nature of the farm should be kept up. That is to say, these farms will not be broken into pieces so that production may not suffer.

Shri Goray: What steps are being taken to see that the present production is maintained?

The Minister of Food and Agriculture (Shri S. K. Patil): We have been assured by the Government of Maharashtra—that was our desire too—that they would do their best so that the sugar production does not come down. Beyond that assurance, we are not competent to do anything better.

Shri Goray: Will it be in the form of State farm or joint farm? What will be the nature of these farms after the lands are taken away from the factories?

Shri A. M. Thomas: It has been suggested that the land available as a result of the application of ceilings could be maintained as a State farm or the ownership shares may be given to a group of farmers on a co-operative basis. The idea is that the integrity of the farm should be maintained and it should remain as one physical unit.

Eye Banks

*587. **Shri H. N. Mukerjee:** Will the Minister of Health be pleased to state:

(a) what steps, if any, have so far been taken in setting up Eye Banks, and in which States; and

(b) whether the services of the medical profession have been sought to be requisitioned in order to ensure public response to the need of such banks?

The Minister of Health (Shri Karmarkar): (a) Seven Eye Banks are functioning at the following hospitals:—

1. S.C.B. Medical College Hospital, Cuttack, Orissa.
2. Government Ophthalmic Hospital, Madras.
3. Government Erakine Hospital, Madurai, Madras.
4. Government Stanley Hospital, Madras.
5. P.B.M. Mens' Hospital Bikaner, Rajasthan.
6. Assam Medical College Hospital, Dibrugarh, Assam.
7. Gandhi Eye Hospital, Aligarh.

Proposals for the establishment of Eye Banks in the States of Bihar, Maharashtra and Punjab are under the consideration of respective State Governments.

(b) Publicity work is being organised by most of the States to educate the public to donate eyes for grafting after death. The State Governments in such matters seek the cooperation of the medical profession.

SHORT NOTICE QUESTIONS

U.N. Special Representative in Congo

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S.N.Q. { Shri Indrajit Gupta:
No. 4. { Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that Shri Rajeshwar Dayal is to be replaced as U.N. Special Representative in the Congo by a nominee of the Western Powers;

(b) whether the Indian Government have been consulted in the matter; and

(c) the reasons given by the U.N. authorities for replacing Shri Dayal?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (c). It is not true that Shri Rajeshwar Dayal is being replaced as U.N. Special Representative in the Congo by someone else. In fact, the U.N. Secretary-General has asked the Government of India to agree to Shri Rajeshwar Dayal continuing in his present assignment for some months more. The Government of India have agreed to this.

Shri Indrajit Gupta: May I know whether recently there has been any pressure by Messrs Kasavubu, Mobutu and so on upon the United Nations to remove Mr. Dayal and whether the India Government knows anything about that?

Shri Jawaharlal Nehru: There have been rumours in the public press that Mr. Kasavubu in the past has complained about Shri Rajeshwar Dayal—that he did not approve of him. But

everytime the United Nations' Secretary-General has rejected Mr. Kasavubu's complaints.

Shri Joachim Alva: Has it come to the notice of the Government of India that respectable papers in the West have stated that the British Embassy in Congo presided over by a former ICS officer is made the centre of a whispering campaign against Mr. Rajeshwar Dayal?

Shri Jawaharlal Nehru: I can hardly discuss whispers here.

Shri Raghunath Singh: May I know whether the services of Shri Rajeshwar Dayal have been appreciated by the UNO and the India Government also?

Shri Braj Raj Singh: May I know whether the attention of Government has been drawn to the news item saying that two assistant special representatives to Mr. Dayal are being appointed by the Secretary-General and, if so, from which countries are they being drawn?

Shri Jawaharlal Nehru: No, Sir. My attention has not been drawn to it. This is the first time that I hear of it.

Shri Hem Barua: May I know whether the attention of the Government has been drawn to the fact that the *Peking People's Daily* has made a vitriolic attack against Mr. Rajeshwar Dayal saying that he is responsible for threatening the legitimate Congolese Government of Gizenga, and may I know how far this charge is correct?

Mr. Speaker: How does it arise here? It does not arise.

Shri Hem Barua: It does arise, Sir. May I submit.....

Mr. Speaker: I have heard it. The point is whether there is a proposal to substitute Rajeshwar Dayal by some other person at the instance of the Western powers. The hon. Member's question is whether there are

some attacks against Mr. Rajeshwar Dayal by some other persons. It may or may not be so. We are not going into the reasons.

Shri Hem Barua: It does arise out of this question. That is my point.

Mr. Speaker: Everything will arise out of every question! The questions are so inter-related that the whole of the universe can be brought into a question!

Shri Hem Barua: We are all interested in protecting Mr. Dayal against such attacks.

Mr. Speaker: Order, order. There is no such proposal as the hon. Member mentioned.

Shri Indrajit Gupta: In view of certain questionable interpretations which Mr. Hammarskjöld put in the past on the Security Council's decisions, may I know whether, within the framework of the latest Security Council's decision, the Government has given any advice or guidance to Mr. Rajeshwar Dayal as to how he should interpret this decision?

Mr. Speaker: How does all this arise?

Shri Jawaharlal Nehru: The Government has not given any advice to Mr. Rajeshwar Dayal ever since we lent his services to the United Nations. He is functioning there on behalf of the United Nations. He does not report to us nor do we advise him from here. If we have to say anything, we say it to the Secretary-General.

Some Hon. Members rose—

Mr. Speaker: Order, order.

Raja Mahendra Pratap: Is it not better or more honourable to retire from a place where we are not wanted?

Shri Raghunath Singh: Who says that we are not wanted? The whole world wants us. (Interruption).

Shri H. N. Mukerjee: If, when any of our officers works under the aegis of the United Nations, he consistently with his responsibilities to the United Nations, reports or does not report at all to Government, how are we to find out that his actions under the directions of the United Nations do not go against the policy of our Government itself?

Shri Jawaharlal Nehru: Any wide-awake officers of ours is surely acquainted with our policies. If he does something against those basic policies, then the question arises for us to withdraw him or for him to withdraw himself.

Shrimati Renu Chakravartty: Arising from what the Prime Minister has said, what exactly is our interpretation on the rejection of Mr. Rajeshwar Dayal's report? Mr. Rajeshwar Dayal's report was not even considered. So at least we can say that it was put in cold storage. In view of that, could we not interpret that that was really something that was really in keeping with our policy and that it was rejected.

Shri Jawaharlal Nehru: Well, one has to go into the history of it. It was not rejected. It is true that it was not fully considered because soon after this report came the United Nations decided almost unanimously that the Congo matter should not be considered till that committee, Conciliation Committee or whatever it is, went there and reported. Therefore, the consideration of this report also was postponed. After that, other things began to happen and did happen and the situation changed. It would not be correct to say that the report was rejected or not considered. It was postponed on that occasion and then apparently no other occasion arose to bring it forward.

Shri Hem Barua: On a pint of personal explanation. I put a question to draw the attention of the hon. Prime Minister to an article in the Peking People's Daily, Organ of the

Chinese Communist Party making a vitriolic attack on Mr. Rajeshwar Dayal and then saying that this man is responsible for openly trying to run down the legitimate Congolese Government of Gizenga. I just wanted to point out and draw the attention of the Prime Minister to the fact that it is not only some Western powers but powers of the other camp that are also levelling the charge against Mr. Dayal there. Therefore, I wanted to know how far these are correct? It is for the Prime Minister to enlighten us on this matter.

Mr. Speaker: The hon. Member wants to know whether it is not only the Western powers but some Eastern powers also are interested in it.

Shri Hem Barua: We want to be enlightened by the Prime Minister.

Shri Jawaharlal Nehru: I am rather surprised at any hon. Member wanting me to comment on some article in a Peking newspaper. It is well-known that in regard to many matters the views of the Peking newspapers or the Peking Government are not the same as ours, much more so in regard to this matter; obviously they are not. And I would add that views may differ, as they do; but here, even the factual appreciation is very different. I imagine that the Chinese newspaper does not know much about what is happening in the Congo.

Spying in India

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S.N.Q. No. 5. { **Shri Hem Barua:**
Shri Raghunath Singh:

Will the Prime Minister be pleased to state:

(a) whether the attention of Government has been drawn to a news-item appearing in *The Statesman*, New Delhi, dated the 1st March, 1961 to the effect that "Newsweek magazine reported on Monday that Mr. Khrushchev had apologized to Mr. Nehru for Soviet spying in India", and further, "three Soviet Embassy em-

ployees who were caught spying for China and expelled from India in January were fired from the Soviet Foreign Service and Mr. Khrushchev sent a personal note of apology to Mr. Nehru"; and

(b) if so, whether this report is a record of fact?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). The Government's attention has been drawn to the news item referred to. The report in this magazine is wholly incorrect. Mr. Khrushchev had nothing to do with this matter, and the reports relating to him in this news item are without foundation.

In the recent cases of some junior employees of the External Affairs Ministry having disclosed some confidential papers, action was taken against them and regret was expressed by the Head of one of the Missions concerned. None of these was caught spying for or on behalf of China.

Shri Hem Barua: We are still in the dark.

Mr. Speaker: The hon. Prime Minister said the other day that in public interest, he is not prepared to give the names of those countries from where these honourable persons who wanted to spy had come.

Shri Asoka Mehta: On a point of order, Sir. The newspapers reported that the Prime Minister said that the apology had not been given by Mr. Khrushchev, but by the Soviet Ambassador here. What he said to the Press outside surely he must tell us here. Either that report is false, he should say so, or he should take us into confidence to the same extent as the general Press outside.

Shri Jawaharlal Nehru: I do not know to which newspaper the hon. Member is referring.

Shri Asoka Mehta: You were supposed to have been asked this question at the airport when you had gone there to see either the Queen or Mr. Kosygin off and the newspapers have reported it.

Shri Jawaharlal Nehru: What I said was exactly what I have said here. It is quite wrong to say that Mr. Khrushchev has apologised. That is what I said.

Mr. Speaker: He wants to know if the Embassy has apologised.

Shri Jawaharlal Nehru: Not at all. I said exactly what I have said here. It was not an interview. The hon. Member referred to my going to the airport; when I was walking, they picked up some words of mine. I have said exactly what I said here.

Shri Hem Barua: On a point of order. On two successive occasions, the House was interested in knowing the countries involved in this espionage work for certain countries in New Delhi and on two successive occasions we were told that it is none of our business. There was a stark 'no' to our question and to the demand of the House to know it. Whereas we are left in complete darkness, the World Press has despatched the news . . .

Shri Raghunath Singh: What is your point of order?

Shri Hem Barua: I am coming to it.

Shri Raghunath Singh: You are not coming to it.

Shri Hem Barua: On successive occasions when Shri Goray drew the attention of the Prime Minister to press reports . . .

Shri Muhammed Elias: He rises on a point of order and a point of personal explanation and at the end of his speech, it is found that there is nothing. You always allow him to make it. (Interruptions).

Shri Hem Barua: The Prime Minister refused to divulge the news. Here

the World Press has mentioned a country particularly and even when we draw the attention of the Prime Minister, we are left completely in the dark. That is my point of order, whether, when the World Press knows it, the Prime Minister can refuse to divulge it to the House.

Mr. Speaker: The hon. Member has got a knack of stating many things without stating really what the point of order is. Evidently he wants to know, in this matter where a kind of publicity is being given to something true or false, whether it is not in public interest to disclose it, so that the country as a whole may guard itself, advising people not to have anything to do with such embassies like this and to play into the hands of those officers. That is a reasonable apprehension. But the Chair, however reasonable it may appear to be, always looks to the discretion of the hon. Minister and entrusts it to him to decide whether, in view of what has been said and what has appeared in the newspapers, the time has come for him to disclose it. But I understand the point of order to be that in public interest, it may be disclosed. It is a suggestion.

Shri Jawaharlal Nehru: I am quite unable to understand where any point of order comes in. The hon. Member is much exercised about the World Press. I could not hear what he said . . .

Shri Hem Barua: The Speaker has understood it all right.

Shri Jawaharlal Nehru: I heard "World Press" repeated about seven or eight times. I have said that what the World Press has said is absolutely incorrect. It is a clear denial, not a half-hearted denial.

Shri Hem Barua: What part of it is incorrect. There are two parts.

Shri Jawaharlal Nehru: I will submit that there is no keeping in the dark in anything. There are certain conventions which have to be follow-

ed in international affairs and I hope in this House. In this particular matter, three countries were concerned, not one. And, if I go a little further beyond this—it is not this matter, but others—I could bring in six or seven other countries which are concerned. I do not think it would be right for me on the one hand to give a list of six or seven countries which from time to time have indulged in this, because countries have a habit of doing this—big and small; and, if I go about mentioning not the whole list, but one or two, that too is unfair. If the matter is of a real serious consequence, I would naturally take the House into my confidence about this. The matter was relatively speaking not of much consequence, about a minor file dealing with unimportant papers. Otherwise, naturally we would have taken certain additional steps. Some steps are being taken.

Acharya Kripalani: In view of the fact that many associations are being formed in India—the Soviet and Indian Friendship Association, Chinese, etc. is it not reasonable for the Indian people to know with whom to associate and with whom not to associate?

Shri Chintamani Panigrahi: USA and West Germany.

Shri Jawaharlal Nehru: If a policy of absolute care and security is to be followed I would advise them not to associate themselves with any associations.

Shri Hem Barua: In spite of the fact that there was danger to the security of our country because of this espionage work, we have extended certain courtesy to certain countries.

Mr. Speaker: What is his question?

Shri Muhammed Elias: His question cannot be solved unless and until he is made the Home Minister.

Shri Hem Barua: I do not have any damn chance. May I know whether those six or seven countries which the

Prime Minister has mentioned now would have extended the same courtesy to us if some of the Indians were accidentally involved in espionage work in their country?

Mr. Speaker: It is hypothetical; it need not be answered.

WRITTEN ANSWERS TO QUESTIONS

F.A.O. Expert's Report on Bombay Slaughter House

*569. { **Shri Assar:**
Shri Vajpayee:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Food and Agriculture Organisation expert Mr. N.E. Wernberg has submitted any report regarding Bombay Slaughter House;

(b) if so, main recommendations and reaction of the Government; and

(c) whether Government will lay a copy of the report on the Table?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes.

(b) A statement is placed on the Sabha.

STATEMENT

The main recommendations of the Expert relate to (i) closing down of the existing slaughter house at Bandra and construction of a new and modern slaughter house at a suitable site away from inhabited areas, (ii) provision of resting ground for livestock and ante-mortem inspection of all animals intended for slaughter, (iii) provision of cold storage and chill rooms for preserving meat, (iv) fuller utilisation of animal by-products and (v) provision of a livestock market.

The Municipal Corporation of Bombay have accepted the recommendations and formulated a scheme. The Govt. of Maharashtra propose to give loan assistance to the Corporation for

this purpose. The Government of India have also provisionally accepted the scheme and have advised the State Government to include it in their Third Five Year Plan and to adjust the expenditure within the Plan ceiling.

(c) Only a limited number of copies of Mr. Wernberg's report have been received from the F.A.O. Five copies of the Report have, therefore, been placed in the Parliament Library.

Thermal Power Plant in Korba, Bhopal

*572. { Shri P. C. Borooah:
Shri Vidya Charan Shukla:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Central Water and Power Commission has received a report from the team of Russian experts which visited Korba in Bhopal for the proposed thermal power station there;

(b) if so, whether they have selected the exact site for the station;

(c) if so, where; and

(d) what is the capacity of the proposed plant?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) and (b). Yes, Sir.

(c) The site selected is on the northern bank of Dhengur Nala, near the existing power station at Korba.

(d) 200 M.W.

Pochampad Project

*573. { Shri Pangarkar:
Shri Ram Krishan Gupta:
Shri Rami Reddy:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 617 on the 1st December, 1960 and state:

(a) whether any further discussions between the representatives of the Andhra Pradesh and Maharashtra Governments have since been held regarding Pochampad project;

(b) if so, the conclusions thereof; and

(c) the action taken by Government in the matter?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) Discussions have been held with some of the States concerned in respect of the Krishna-Godavari waters and the proposed projects on these rivers, including the Pochampad.

(b) and (c). No conclusions have yet been reached, but the matter is under careful examination in consultation with the States concerned.

Vamsadhara Project

*575. { Shri Rami Reddy:
Shri Sanganna:
Shri Venkatasubbalah:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 898 on the 28th November, 1960 and state:

(a) whether the proposals for Gotta Reservoir on Vamsadhara have since been finalised;

(b) whether the project has since been sanctioned;

(c) when the execution of the project is expected to commence and when the same is likely to be completed;

(d) what is the revised cost of the project; and

(e) what is the area that would be benefited?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) The revised Project report and estimates in respect of the Gotta reservoir are still awaited from the State Government.

(b) No, Sir.

(c) to (e). Do not arise in view of (a) above.

State Trading in Foodgrains

*581, Shri Inder J. Malhotra: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government have made any suggestions to the State Governments to adopt a uniform policy in regard to State trading in foodgrains; and

(b) if so, whether the State Government have agreed to stick to the policy of State trading in foodgrains?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Except for the circular letter issued in May, 1959, commending to the State Governments the state trading scheme as approved by the Government of India, no further instructions have been issued.

(b) Does not arise.

डबरा (मध्य-प्रदेश) की चीनी मिल में हड़ताल

*५८८. श्री रा० च० शर्मा: क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डबरा (मध्य-प्रदेश) के चीनी के कारखाने के श्रमिकों ने १ फरवरी १९६१ में हड़ताल कर रखी है और कारखाने के मालिक तथा प्रबन्धकों ने किसानों से गन्ना खरीदने में इन्कार कर दिया है ;

(ख) क्या यह भी सच है कि चीनी के कारखाने के मालिक ने डबरा क्षेत्र के गन्ना उत्पादकों से यह सविदा कर रखा है कि वे गन्ना केवल उसी के पास बेचेंगे; और

(ग) कारखाने के मालिक के गन्ना खरीदने में इन्कार करने के कारण क्षेत्रों में पड़ कटे हुए गन्ने और खड़ी फसल को नष्ट

होने से बचाने के लिये सरकार क्या कार्यवाही करने वाली है ?

खाद्य तथा कृषि उपमंत्री (श्री अ० म० थॉमस) : (क) से (ग). विवरण सदन के समक्ष रख दिया गया है।

विवरण

(क) राज्य सरकार से प्राप्त सूचना के अनुसार डबरा चीनी मिल के श्रमिकों ने ११ फरवरी, १९६१ को हड़ताल प्रारम्भ की, जिसके फलस्वरूप मिल की गन्ने की खरीद इस तारीख में बन्द हो गई।

(ख) चूंकि राज्य सरकार ने चीनी के प्रत्येक कारखाने के लिये गन्ना क्षेत्र सुरक्षित कर दिया है इसलिये किसी विशेष क्षेत्र के गन्ना उत्पादक उसी कारखाने को अपना गन्ना बेच सकते हैं जिसके लिये वह क्षेत्र सुरक्षित किया गया है तथापि उन्हें स्वतंत्रता है कि वह चाहें तो अपना गन्ना खांडमार्गियों को बेचें अथवा गुड़ बनायें।

(ग) राज्य सरकार के प्रयत्नों के फलस्वरूप हड़ताल समाप्त हो गई है और मिनों ने गन्ना पैरना प्रारम्भ कर दिया है।

Purchase of B.G. and M.G. Diesel Locomotives

*589 { Shri Braj Raj Singh:
Shri Ram Krishan Gupta:
Shri Pangarkar:
Shri Indu Lal Yajnik:

Will the Minister of Railways be pleased to state:

(a) whether global tenders were called for 40 broad gauge diesel locomotives and 110 metre gauge diesel locomotives to be purchased out of the DLF loan sanctioned last year to Railways;

(b) which were the firms who submitted tenders;

(c) whether it is a fact that with respect to broad gauge locomotives the tender of the International General Electric was the lowest one and it was lower by 10,000 Dollars from the quotation of the General Motors Overseas Operations and 13,000 Dollars lower than the American locomotive (ALCO);

(d) whether it is a fact that the tender of the General Motors has been accepted by the Railways and, if so, what are the reasons for accepting the higher tender;

(e) whether it is also a fact that IGE was prepared to supply the locomotives three months earlier than the General Motors;

(f) whether it is also a fact that the IGE is the latest and the most experienced firm supplying locomotives in America; and

(g) whether any decision has been taken with regard to the metre gauge locomotives?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Global tenders were called for purchase of 40 Broad Gauge Diesel locomotives and limited tenders from suppliers in U.S.A. for 60 Metre Gauge Diesel locomotives.

(b) A statement showing the names of firms who submitted tenders is placed on the table of the House. [See Appendix II annexure No. 40].

(c) As the purchase of the locomotives is being financed from D.L.F. Loan consideration of the tenders was limited to those submitted by manufacturers from U.S.A. Among three tenders received from manufacturers in U.S.A. the price quoted by International General Electric Co. for the locomotive offered by them was initially lower by 9968 Dollars than that of General Motors and by 13537 Dollars than that of Overseas Diesel Corporation (ALCO). But after the evaluation of the prices, taking into account the extra equipment required to make the locomotive offered con-

form to requirements as specified, and also taking into account the reduction in prices offered by the tenderers on their own initiative, the price of International General Electric Co. was lower than the other two firms only by a small amount.

(d) The tender of General Motors for Broad Gauge Locomotives was accepted as it was the lowest technically and commercially acceptable offer taking into account the initial cost and the recurring costs of maintenance and operation.

(e) The commencement of delivery offered by International General Electric Co. was three months earlier but the completion of delivery offered was later than that of General Motors.

(f) All the three tenderers from U.S.A. are reputed Diesel Locomotive builders. General Motors is the largest of the three.

(g) Yes, orders for import of Metre Gauge Diesel locomotives have been placed in U.S.A.

इलाहाबाद एक्सप्रेस में चोरी

*५६०. श्री मोहन स्वच्छ: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १५ व १६ फरवरी, १९६१ के मध्य रात में इलाहाबाद एक्सप्रेस (पूर्वोत्तर रेलवे) से इलाहाबाद व गोरखपुर के बीच रेलवे के २१ स्टेशनों की घाय के १०,००० रुपये चोरी हो गये ;

(ख) क्या यह भी सच है कि चोर ब्रेकवान जिसमें कैंग बाकम रखा था उसकी तली काट कर तथा तीन इंच मोटे प्लेट के कैंग बाकम को काटकर सारा रुपया ले गये जबकि बराबर के हिस्से में रेलवे सुरक्षा दल के सैनिक बैठे थे और साथ ही गाई भी उपस्थित था ; और

(ग) यदि हां, तो क्या चोरों का पता लगा लिया गया है ?

रेलवे उपमंत्री (श्री स० व० रामस्वामी):

(क) और (ख). जी हां । १६-२-६१ को सुबह जब गाड़ी गोरखपुर पहुँची, तो पता चला कि पूर्वोत्तर रेलवे के इलाहाबाद वाराणसी खंड के १६ स्टेशनों की ग्रामदनी के ७,६६४ रुपये सफरी तिजोरी (Travelling Cash Safe) से गायब है ।

(ग) अभी नहीं ।

Suspension of Night Trains between Lumding and Mariani

*591. { **Shri L. Achaw Singh;**
Shri Raghunath Singh;
Shri P. C. Borooah;

Will the Minister of **Railways** be pleased to state

(a) whether it is a fact that all night trains between Lumding and Mariani junctions on Pandu Tinsukia region of NEF Railway have been suspended with effect from the 17th February, 1961, due to the activities of hostile Nagas;

(b) whether the suspension of trains is due to the injury received by two soldiers while on night patrol duty;

(c) if so, whether the effective steps have been taken to check the hostile action on this section of the Railway; and

(d) when the running of night trains on this section is likely to be resumed?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Running of only One Up and one Down Passenger trains during night was suspended from 17th February to 28th February 1961.

(b) These passenger trains were suspended to avoid anticipated hostile activities.

(c) Yes, Sir.

(d) Normal train service has already been resumed from 1st March 1961.

Karnafuli Dam

*592. { **Shri Ram Krishan Gupta;**
Shri Rameshwar Tantia;
Shri Bangshi Thakur;

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 74 on the 15th November, 1960 and state:

(a) whether the area likely to be submerged under Karnafuli Dam has been ascertained; and

(b) if so, the details thereof?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Not yet as the area likely to be submerged can only be estimated after the surveys in hand have been completed.

(b) Does not arise.

Food Zones

*593. { **Shri Harish Chandra Mathur;**
Shri Pangarkar;
Shri Osman Ali Khan;
Shri Bibhuti Mishra;

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether existing Food Zones have recently been expanded;

(b) if so, what changes have been brought about;

(c) with what effect; and

(d) whether it is an ad-hoc arrangement or a part of phased programme?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). With effect from 24th November, 1960, a modified zonal arrangement was introduced under which wheat, wheat-products and rice can be exported from Madhya-

Pradesh to the States of Maharashtra and Gujarat by licensed traders.

(c) This modified zonal arrangement has helped in bringing down the prices of rice and wheat in Maharashtra and Gujarat States and has also enabled the cultivators of Madhya Pradesh to obtain better prices for their produce.

(d) The Government of India continue to review the zonal arrangements from time to time and make such adjustments as are considered necessary, the object being to widen the Zones wherever possible. This modified zonal arrangement has been made in pursuance of the same policy.

तपेदिक की रोकथाम

*५६४ { श्री भक्त वर्शन :
श्री रामकृष्ण गुप्त :

क्या स्वास्थ्य मंत्री १ दिसम्बर, १९६० के तारांकित प्रश्न संख्या ६३३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय तपेदिक रोकथाम कार्यक्रम को कार्यान्वित करने सम्बन्धी तथा लक्ष्य की पूर्ति में असफलता के कारणों का पता लगाने और देश में तपेदिक की रोकथाम के मार्गोपाय का सुझाव देने के लिये जो समिति नियुक्त की गई थी उसके सदस्यों के नाम क्या हैं ;

(ख) समिति ने अपने कार्य में अब तक क्या प्रगति की है ; और

(ग) समिति संभवतः कब तक अपना कार्य पूरा कर लेगी ?

स्वास्थ्य मंत्री (श्री करसरकर) :

(क) १. स्वास्थ्य मंत्री, महाराष्ट्र (संयोजक)

२. स्वास्थ्य मंत्री, मैसूर (सदस्य)

३. स्वास्थ्य मंत्री, राजस्थान (सदस्य)

४. स्वास्थ्य मंत्री/उप-स्वास्थ्य मंत्री, गुजरात (सदस्य)

५. डा० पी० वी० वेंजमिन, क्षय रोग मंत्रणाकार, स्वास्थ्य सेवाओं का महानिदेशालय (सचिव) ।

(ख) अब तक समिति ने सामान्यतः देश में होने वाले तपेदिक के मामलों, योजना में सम्मिलित तपेदिक की स्कीमों और लक्ष्यपूर्ति में कमी के स्थूल कारणों पर चर्चा की है ।

(ग) समिति को प्रथमतया एक वर्ष के लिये नियुक्त किया गया है और आशा है कि वह इस अवधि के अन्त में अपनी रिपोर्ट दे देगी ।

Permission to Railway Employee to contest Election

*595. Shri Tridib Kumar Chaudhuri: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an Assistant Weigh Clerk, Kusunda, Eastern Railway, contested election to Dhanbad Municipality in November, 1960 and was elected as a Commissioner;

(b) whether this is permissible under the Railway Service Conduct Rules;

(c) whether he had obtained special permission to contest the election; and

(d) the action proposed to be taken in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) No, Sir.

(c) No, Sir.

(d) His increment has been withheld for two years with cumulative effect and he has been asked to resign from the Municipal Commissionership at once.

Inter-State Bus Service between Delhi and U.P.

*596. { Shri P. C. Borooah:
Shri D. C. Sharma:

Will the Minister of Transport and Communications be pleased to state:

(a) whether there has been a dispute between the Delhi Transport Undertaking and the U.P. Government regarding introduction of Inter-State bus service;

(b) if so, what was the dispute; and

(c) whether the dispute has since been settled?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement giving the requisite information is laid on the Table of the Sabha.

STATEMENT

The Government of Uttar Pradesh and the Delhi Administration entered into a reciprocal agreement in 1949 according to which the proportion of vehicles for operation on Delhi-U.P. routes was to be 2 for U.P. and 1 for Delhi. It was also provided in the agreement that the U.P. Government would have the monopoly of bus operation on these routes till the Delhi Administration was in a position to run its services.

The Delhi Transport Undertaking are now in a position to run their buses on certain routes connecting Delhi and Uttar Pradesh against the above quota. The U.P. Transport Authorities are of the view that the buses of the Delhi Transport Undertaking cannot be deemed to be buses of the Delhi Administration. No agreement has so far been reached but efforts are being made to resolve the dispute.

2089 (Ai) LS—3.

Fraud in the Office of Regional Director of Food

*597. Shri Assar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a fraud of Rs. 17,000 was reported to the Special Police Establishment in Bombay by the Office of the Regional Director of Food, Government of India, last year;

(b) whether it is a fact that two cashiers were suspended in this connection;

(c) whether it is a fact that some of the officers were also directly connected in this fraud;

(d) whether Government are aware that Police inquiry was dropped at the instance of the I.G.P., S.P.E., Delhi; and

(e) if so, the reasons thereof?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). A physical examination of the cash balances in the Office of the Regional Director (Food), Bombay, disclosed a discrepancy between the accounts and the actual balance in hand. After a detailed scrutiny of the accounts the shortage has been found to be Rs. 13,075/-. Departmental action was instituted against the persons concerned and the Special Police Establishment also started an investigation. Three cashiers were suspended, of whom two have been dismissed. Departmental proceedings against supervisory staff are in progress.

(d) The Special Police has not dropped the enquiry but is awaiting the completion of the departmental investigation.

(e) Does not arise.

New Shipping Baggage Rules

*598. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that New Baggage Rules are creating hardship

to seamen serving on foreign going ships;

(b) whether Seamen's Welfare Board has protested to the Director General of Shipping; and

(c) if so, with what result?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No, Sir.

(c). Does not arise.

Locust invasion in Calcutta

*599. { Shri D. C. Sharma:
Shri Aurobindo Ghosal:
Shri Muhammed Elias:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that locusts invaded some parts of Calcutta towards the end of the month of January, 1961;

(b) if so, the estimated loss to crops thereby;

(c) whether it is also a fact that no warning was given to farmers of the locust invasion as there is no arrangement to detect locust swarms in that area; and

(d) if so, the steps proposed to be taken in future in this direction?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, Sir.

(b) Information not available yet.

(c) This is the first time that locust swarms came over to West Bengal from East Pakistan during winter season. Due to unpredictable movement of the locust swarms and short duration of their flight, it was not possible to issue any prior warning.

(d) A statement showing the arrangement made in this direction is laid on the Table of the Sabha.

STATEMENT

1. To exchange the locust information through the fortnightly locust

situation bulletins of India and Pakistan.

2. To exchange brief weekly locust situation report for immediate information and action on the part of the other country.

3. To exchange the locust information telegraphically in respect of the border areas of both the countries.

4. To hold a meeting of the representatives of India and Pakistan periodically to review the locust situation in the neighbouring countries and to make an assessment of the incursions into India and Pakistan so as to make preparations accordingly.

Rural Life Insurance

*600. { Shri Harish Chandra
Mathur:
Shri Osman Ali Khan:
Shri Kodiyam:
Shri Assar:

Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether Government have any plan for Rural Life Insurance through the agency of Panchayats; and

(b) what is the reaction of State Governments to the scheme?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) and (b). The transfer of the question has been accepted by the Ministry of Finance, who are dealing with the subject and it would be answered by the Minister of Finance on a subsequent date.

Manufacture of Diesel Locomotives

*601. { Shri Ram Krishan Gupta:
Shri Vidya Charan Shukla:
Shri A. M. Tariq:
Shri T. B. Vittal Rao:
Shri D. C. Sharma:
Shrimati Ila Palchoudhuri:
Shri S. M. Banerjee:
Shri P. C. Boroah:

Will the Minister of Railways be pleased to refer to the reply given to

Starred Question No. 368 on the 23rd November, 1960 and state the nature of progress made so far in setting up a plant to manufacture Diesel Locomotives in India in the Public Sector?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Following the decision of the Government to produce diesel locomotives in the Public Sector, a Committee of Experts was set up to prepare broad details of the project. The Committee has submitted its report, which is under consideration of the Ministry of Railways.

मानसिक स्वास्थ्य सलाहकार समिति

{ श्री भक्त बर्मान :
*६०२. { श्री कोडियान :
{ श्री बारियर :

क्या स्वास्थ्य मंत्री २३ नवम्बर, १९६० के प्रतारकित प्रश्न संख्या ६२३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि केन्द्रीय स्वास्थ्य परिषद् के तत्वावधान में मानसिक स्वास्थ्य सलाहकार समिति स्थापित करने का जो निश्चय किया गया था, उसे कार्यान्वित करने की दिशा में अब तक क्या कार्यवाही की गई है ?

स्वास्थ्य मंत्री (श्री कर्मरकर) :
यह विषय भारत सरकार के विचाराधीन है ।

T.B.

*603. **Shri Tridib Kumar Chaudhuri:**
Will the Minister of Health be pleased to state:

(a) what was the total amount of money allocated for purposes of prevention of Tuberculosis and other measures for combating the disease during the First and Second Five Year Plans;

(b) whether it is a fact that out of the amount allocated during the Second Plan period not more than Rs. 6 crores could be spent uptill now;

(c) in what proportion this money was allocated to (i) the Central Government, (ii) the various State Governments and (iii) the different T.B. Associations in the various States; and

(d) the reasons for the shortfall in expenditure?

The Minister of Health (Shri Karmarkar): (a) The total amount allocated for T.B. Schemes during the First and Second Five Year Plans is Rs. 462.99 lakhs and Rs. 1507.02 lakhs respectively.

(b) The information regarding the amount spent by the States on T.B. Schemes is not available. However, from a general evaluation of the physical achievement of targets during the Second Plan, it is estimated that there is a shortfall in the utilisation of the funds allocated for T.B. Schemes.

(c) The allocation for T.B. Schemes between the Centre and the States during the First and Second Five Year Plans works out to 17.9% & 82.1% and 21.3% and 78.7% respectively. No allocations are made to State T.B. Associations.

(d) The shortfall is mainly due to:

(i) slow implementation of the schemes by the State Governments;

(ii) difficulty in procuring X-Ray and other equipment; and

(iii) non-availability of trained personnel.

Special Squads for Dealing with Beggars etc. on Railways

*604. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 805 on the 9th December, 1960 and state:

(a) the progress made so far in the setting up of special squads of Travelling Ticket Examiners and 'Rakshaks' of the Railway Protection Force on each Zonal Railway for the purpose of dealing with beggars and unlicensed hawkers and vendors;

(b) the total number of persons put on this job and the money spent during 1960-61 so far; and

(c) how far they have been successful?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) As advised in reply to Starred Question No. 805 on 9th December 1960, Special Squads have been set up on Central, Eastern, Southern and Western Railways only. On other Railways this work is done by general Ticket Checking Squads in addition to other duties. The question of any progress for setting up such squads, therefore, does not arise.

(b) 276 persons were exclusively put on this job and the expenditure on this account during 1960-61 (upto January, 1961) was approximately Rs. 3.5 lakhs.

(c) The Squads have been useful in dealing with the evil.

Water Supply for Rural Areas of Delhi.

974. **Shri D. C. Sharma:** Will the Minister of Health be pleased to lay on the table a statement showing:

(a) the number of villages in Delhi where water supply schemes have been introduced during 1957 to 1960; and

(b) the total expenditure incurred so far?

The Minister of Health (Shri Karmakar): (a) and (b). A statement containing the required information is laid on the Table.

STATEMENT

(a) No. of villages in Delhi where water supply schemes have been introduced during 1957 to 1960. 61

(b) Total expenditure incurred so far. Rs. 4.2 lakhs.

Allotment of Chemical Fertilizers to States

975. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state:

(a) the basis for allocation of chemical fertilizers to the different States in the country;

(b) what is the amount of allocation to Punjab during the last three years; and

(c) which is the agency for distribution?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Nitrogenous fertilizers are allotted generally *pro-rata* based on the demand from the different States and the available supply. Slight adjustments are, however, made due to special reasons such as the prevalence of drought conditions or excessive rain, consequential loss of standing crops, the capacity of the farmers to use fertilizers etc.

(b) The following quantities of fertilizers were allocated:—

(All figures in metric tons)

Year	Sulphate of Ammonia	Urea	Ammonium Sulphate Nitrate	Calcium Ammonium Nitrate	Total in Sulphate of Ammonia.
1957-58 .	35,000	4,340	476		[45,884
1958-59 .	15,000	4,300	3,650	20,000	[49,420
1959-60 .	7,200	..	..	15,500	[22,700

(c) The Punjab State Co-operative Supply and Marketing Federation is the sole agent of the State Government for distribution of fertilizers in the State.

Purchase of Medicines in Delhi

976. Shri D. C. Sharma: Will the Minister of Health be pleased to state the cost of medicines purchased for the Government hospitals in the Union territory of Delhi every year during the last three years?

The Minister of Health (Shri Karmarkar): The cost of medicines purchased for the Government hospitals in Delhi during the last three years is indicated below:—

1957-58 .	Rs. 17,08,898.94 N.P.
1958-59 .	Rs. 23,03,489.80 N.P.
1959-60 .	Rs. 25,40,276.91 N.P.

Rural Electrification in Punjab

977. Shri D. C. Sharma: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1856 on the 31st August, 1960, and state:

(a) whether the Punjab Government has sent any proposal for Central assistance for rural electrification programme during the year 1960-61; and

(b) if so, the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No proposal has so far been received from the Government of Punjab.

(b) Does not arise.

पुरी स्टेशन (दक्षिण-पूर्व रेलवे) पर निरामिष भोजनालय

६७८. श्री कुशवन्त राय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दक्षिण-पूर्व रेलवे के पुरी स्टेशन पर एक निरामिष भोजनालय की व्यवस्था की गई है ; और

(ख) यदि नहीं, तो क्या सरकार का वहाँ विभागीय निरामिष भोजनालय खोलने का विचार है ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) और (ख). स्टेशन पर एक भोजनालय है, जहाँ सामान्य और शाकाहारी दोनों तरह के भोजन दिये जाते हैं। यह व्यवस्था पर्याप्त समझी जाती है।

मुगलसराय रेलवे स्टेशन पर भोजन-व्यवस्था

६७९. श्री कुशवन्त राय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के मुगलसराय स्टेशन पर भोजन-व्यवस्था विभाग द्वारा होती है ;

(ख) क्या यह भी सच है कि उक्त स्टेशन पर साधारणतया भोजन बड़ी कठिनाई और देरी से मिलता है ; और

(ग) क्या यह भी सच है कि जो काष्ठ-पदार्थ इस भोजनालय द्वारा दिये जाते हैं वे ठीक नहीं होते ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) मुगलसराय स्टेशन पूर्व रेलवे में है और वहां खान-पान की विभागी व्यवस्था है।

(ख) देर से भोजन मिलने की बात नोटिस में नहीं आयी है।

(ग) जी नहीं। जुलाई से दिसम्बर १९६० तक की अवधि में सामिष भोजनालय से दिये गये भोजन के बारे में केवल एक और शाकाहारी भोजनालय से दिये गये भोजन के बारे में तीन शिकायतें आयी थीं, इन शिकायतों में जो त्रुटियां बतायी गयी थीं, उन्हें दूर करने के लिये आवश्यक कार्रवाई की गयी है।

Railway Quarters in Secunderabad Division, C. Ry

980. **Shri Pangarkar:** Will the Minister of Railways be pleased to state:

(a) the number of quarters proposed to be constructed in the Secunderabad division of Central Railway for employees during 1960-61; and

(b) the number of quarters constructed during 1959-60?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) about 88.

(b) 125.

Over-bridge at Jangaon (Andhra Pradesh)

981. **Shri Pangarkar:** Will the Minister of Railways be pleased to state:

(a) the up-to-date progress made so far in regard to the construction of an over-bridge at Jangaon in Andhra Pradesh; and

(b) when it is likely to be completed?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). The scheme for construction of an overbridge in replacement of the existing level crossing near Jangaon Sta-

tion has been roped by the Government of Andhra Pradesh who have, however, a proposal, still under examination, for provision of a foot over-bridge for the use of pedestrians.

Railway Schools on Western Railway

982. { **Shri Pangarkar:**
Shri Onkar Lal:

Will the Minister of Railways be pleased to state:

(a) the number of schools run by the Western Railway at present;

(b) the total number of children being educated therein; and

(c) the number of teachers employed in these schools?

The Deputy Minister of Railways (Shri Shah Nawaz Khan):

(a) Traditional type schools	30
Single-teacher Primary schools	90
TOTAL :	120
(b) Traditional type schools	6,747
Single-teacher Primary schools	3,681
TOTAL :	10,428
(c) Traditional type schools	237
Single-teacher Primary schools	90
TOTAL :	327

Tampering with Railway Tracks

983. **Shri Pangarkar:** Will the Minister of Railways be pleased to state:

(a) the number of cases of tampering with rail tracks detected during the second half of the year 1960; and

(b) the action taken or proposed to be taken in this regard?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 158, which includes 43 cases wherein obstructions were found placed on the Railway track.

(b) The following preventive measures have been adopted:

- (i) State Govts. have been requested to conduct educative propaganda in the villages adjacent to the Rly. track to impress upon the residents the serious consequences of such acts so that they desist from indulging in them;
- (ii) effective security patrolling has been introduced by the State police authorities;
- (iii) special attention is paid by the State C.I.D. to the offences of tampering with the Rly. track;
- (iv) steps have been taken to ensure that no loose Rly. material or tools which may facilitate tampering with track, are left lying near the track;
- (v) surveillance is kept over black-smiths and others in the neighbouring villages who are suspected at being engaged in the trade of Rly. materials and also over the cowherd boys loitering near the track;
- (vi) armed RPF personnel and Permanent Way gangmen are detailed for patrolling by foot as well as by trolleys in the vulnerable areas;
- (vii) deterrent punishments are awarded to Rly. staff found involved in such activities;
- (viii) suitable rewards have been announced for those giving information to the police or the Rly. authorities in this regard; and
- (ix) close co-ordination and liaison is maintained with the State police authorities to keep proper control.

कृषि के लिये भूमि का कुलव्यय

१३४. श्री कुलकर्णी राज : क्या जल तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले पांच वर्षों में कितने एकड़ नई भूमि कृषि योग्य बनाई गई तथा उसमें खेती की गई है ;

(ख) इसमें से कितने एकड़ भूमि सरकार की सहायता से और कितने एकड़ भूमि स्वयं कृषकों द्वारा कृषि योग्य बनाई गई और

(ग) कृषि योग्य बनाई गई ऐसी भूमि से प्रति वर्ष खाद्यान्न के उत्पादन में कितनी वृद्धि हुई ?

कृषि मंत्री (डा० पं० शा० बेसमल) :

(क) पिछले पांच सालों में भूमि सुधार और भूमि विकास योजनाओं के अन्तर्गत कुल लगभग १८.५ लाख एकड़ भूमि क्षेत्र में कार्य हुआ । नई भूमियों के सम्बन्ध में आकड़े उपलब्ध नहीं हैं ।

(ख) भूमि सुधार के लिये सहायता राज्य सरकारों द्वारा दी जाती है । सरकार की सहायता और स्वयं किसानों द्वारा सुधार की गई भूमि के सम्बन्ध में जानकारी उपलब्ध नहीं है ।

(ग) नई भूमियों के सुधार से वार्षिक प्रतिरक्त खाद्य उत्पादन, लगभग ८ मन् प्रति एकड़ होने का अनुमान है ।

Delhi Milk Supply Scheme

985. { Shri Kunhan:
Shri B. N. Kureel:

Will the Minister of Food and Agriculture be pleased to state:

(a) the total number of milk depots opened by the Delhi Supply Scheme till the end of February, 1961;

(b) whether functioning of the Scheme has been reviewed since it started functioning;

(c) if so, whether the scheme is functioning satisfactorily and without any financial loss; and

(d) if not, the amount of loss upto February, 1961?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) 355 milk depots have been opened in different parts of the city by the Delhi Milk Scheme, till the end of February, 1961.

(b) The functioning of the Scheme is being reviewed regularly.

(c) and (d). The Scheme is functioning satisfactorily. The profit or loss on account of the scheme to Government has not yet been estimated, as the Scheme has been in operation for just over a year and the expenditure on overheads i.e. interest on capital and depreciation on plant, machinery and buildings etc. has not been worked out, because the accounts for the buildings have not yet been completed and only a part of the total equipment is actually in use.

Soil Conservation in Rajasthan

986. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) the total amount allotted for soil conservation in Rajasthan during the Second Five Year Plan period;

(b) the amount utilised so far by the State Govt.; and

(c) the nature of programmes undertaken in Rajasthan under soil conservation schemes?

The Minister of Agriculture (Dr. P. S. Deshpande): (a) Rs. 51.15 lakhs.

(b) Rs. 39.52 lakhs upto the end of Second Plan Period.

(c) Afforestation of marginal lands, regeneration of degraded forests; contour bunding, terracing and gully control in agricultural land, survey and soil conservation training.

Investigation on Locusts at Bikaner

987. Shri Kamal Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is a proposal for the construction of a building at Bikaner for field station for investigations on locusts; and

(b) if so, when this work is likely to be taken in hand?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes, Sir.

(b) The work is likely to start by April, 1961.

Post Office Buildings in Orissa

988. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to state:

(a) the amount allotted during the Second Five Year Plan period, year-wise, so far, for construction of Post Office Buildings in Orissa Circle; and

(b) the number of the Post Office buildings, Postal Division-wise constructed and under construction so far from the above allotment?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a)

	Rs.
1956-57	2,04,800
1957-58	1,41,300
1958-59	1,21,800
1959-60	2,49,000
1960-61	2,48,000

(b)

Division	No. of Post Office building works.	
	Constructed	Under construction.
Berhampur (CN)	3	..
Cuttack	3	4
Puri	1	..
Sambalpur	1	..
TOTAL	8	4

S.C. & S.T. in P. & T.

989 { Shri Kumbhar:
Shri Sarju Pandey:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the reserved quota in services, grade-wise, for Scheduled Castes and Scheduled Tribes has been filled up so far in various postal circles of the Posts and Telegraphs department of the country; and

(b) if not, the reasons therefor?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Sambalpur-Titilagarh Rail Line

990. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) what is the progress made so far item-wise on the construction work of Sambalpur-Titilagarh rail line in S.E. Railway;

(b) what kind of measures are being taken to expedite the work;

(c) whether the work relating to land acquisition is progressing well; and

(d) if not, the reasons therefor?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The progress on major items is as follows:—

Earthwork—20%

Bridges—10%

Staff quarters—5%

The overall progress achieved so far is 10%.

(b) Due to the urgency and the technical complexity of the task involved, a separate Administration

under the charge of a General Manager has been set up.

(c) Yes.

(d) Does not arise.

Minor Irrigation Projects in Orissa

991. Shri Kumbhar: Will the Minister of Food and Agriculture be pleased to state:

(a) the financial and technical help given to Orissa State under the Minor Irrigation Scheme during the Second Five Year Plan period (year-wise) so far;

(b) the names of the Minor Irrigation Projects (district-wise) executed so far with that help;

(c) if not, the reasons therefor;

(d) the anticipated revised estimates in each project, if any; and

(e) what more allotment is being made for completion of those projects, if any, except the new allotment for the Third Five Year Plan period for that State?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) During the first two years of the Second Five Year Plan, the following financial assistance was sanctioned to the State Government:—

Year	Amount (Rs. in lakhs)
1956-57	34.41
1957-58	31.10

Under the Revised Procedure introduced from 1958-59 financial assistance admissible to various States is sanctioned in bulk for a group of schemes under the Head "Agricultural Development" and not separately for individual schemes. However, the figures of allocation of funds to Orissa State during the remaining three years of

the Second Plan for Minor Irrigation are as given below:—

Year	Amount of allocation (Rs. in lakhs)
1958-59	41.90
1959-60	53.13
1960-61	32.00

As regards technical help, the Exploratory Tubewells Organisation of the Government of India undertook experimental drillings in the State with a view to exploring promising areas in the State to determine their suitability for construction of standard size irrigation tubewells. Technical advice was also rendered by the experts of the Government of India with regard to better planning of Minor Irrigation Works, their assured maintenance and improved utilisation of irrigation facilities.

(b) to (d) The information is being collected from the State Government and will be placed on the Table of the Sabha when received.

(e) An allotment of Rs. 194.40 lakhs is proposed to be made.

Rural Electrification in Orissa

992. Shri Kumbhar: Will the Minister of Irrigation and Power be pleased to state:

(a) the financial and technical help given to Orissa State under the Rural Electrification Scheme during the Second Five Year Plan period year-wise so far;

(b) the names of the places district-wise electrified so far or to be electrified with that help according to target fixed;

(c) if not, the reasons therefor; and

(d) what allotment is being made for the Third Five Year Plan period for that State?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) The planning and execution of rural electrification schemes is the responsibility of the State Government. As regards financial assistance, the following loans were sanctioned to the State Government during the Second Five Year Plan under the programme of expansion of power facilities for increasing employment opportunities:

	(Rs. in lakhs)
1956-57	38.00
1957-58	4.00
1958-60	Nil
TOTAL	42.00

The question of grant of Central assistance for rural electrification during 1960-61 is under examination.

(b) and (c) The requisite information is awaited from the Government of Orissa.

(d) The following provision of funds is under consideration for rural electrification schemes in the Third Plan of Orissa:

	(Rs. in crores)
(i) Continuing schemes	0.156
(ii) New schemes	1.250
TOTAL	1.406

Porters at Kantabhanji and Titilagarh Stations

993. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) the number of porters registered at Kantabhanji and Titilagarh Stations in South Eastern Railway so far;

(b) the details of representations received from them during the last three years; and

(c) the action taken thereon?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 16 at each of the two stations.

(b) Nil.

(c) Does not arise.

Health and Family Planning Centres on South Eastern Railway

994. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) the number and the places of Health and Family Planning Centres opened on the South Eastern Railway during the Second Five Year Plan period so far;

(b) the financial and technical assistance given for the centres during the above period year-wise so far;

(c) the achievements made therein;

(d) whether more centres are being opened during the Third Five Year Plan; and

(e) if so, the amount allotted therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan):

(a)

No. & places where Health Units were opened	* Places where Family Planning work is undertaken
Ranchi	1 Garden Reach
Mechada	1 (Calcutta)
Naupada	1 Khargpur,
Tatanagar	1 Adra,
Sahdol	1 Tatanagar,
Khargpur	2 Chakradharpur,
Khurda Road	1 Bilaspur,
	Nainpur,
	Nagpur,
	Waltair,
	Khurda Road.

*No separate Family Planning Centres were opened.

(b) A sum of Rs. 17,47,000 was spent on construction and equipment of health Units opened during the Second Five Year Plan. A sum of Rs. 3,379 was spent on supply of contraceptives in connection with family planning work during the years 1958-59 and 1959-60 and a sum of Rs. 5,000 is expected to be spent during the year 1960-61.

As regards technical assistance, additional Doctors, Nurses, Compounders and other auxiliary trained staff were posted to the newly opened Health units. Three Assistant Surgeons were specially trained for Family Planning work.

(c) 124 sterilisation operations were done during 1958-59 and 152 during

1959-60. The Railway population as a whole has been made family planning concious.

(d) and (e). The proposal for opening more Health Units and the amount to be allotted therefor during the Third-Five Year Plan is under consideration.

National Highways and Bridges in Orissa

995. **Shri Kumbhar:** Will the Minister of Transport and Communications be pleased to state:

(a) the amount allotted during the Second Five Year Plan period year-wise so far for construction of National Highways and Bridges in Orissa State;

(b) the names of National Highways and Bridges completed so far or under construction at present from the allotment of the above amount;

(c) by what time the rest of the work would be completed; and

(d) how much is being allotted for the purpose during the Third Five Year Plan period?

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) and (b). Two statements giving the required information are laid on the Table. [See Appendix II, annexure No. 41].

(c) During the Third Plan period.

(d) the Third Five Year Plan has not yet been finalised.

मध्य प्रदेश में डाकघरों के भवन

६६६. श्री खन्ना : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष १९६०-६१ में मध्य प्रदेश को डाकघरों के भवन बनाने के लिये कितना धन मंजूर किया गया था और ये भवन कहाँ-कहाँ बनाये जायेंगे;

(ख) वर्ष १९६०-६१ में कहाँ-कहाँ डाकघरों के भवन बन चुके हैं और कहाँ-कहाँ बनने शेष हैं; और

(ग) मध्य प्रदेश के तहसील मुख्यालयों में कहाँ-कहाँ डाकघर के भवन नहीं हैं और उन्हें बनाने के लिये क्या योजना तैयार की गई है?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) तथा (ख). १,३३,६०० रुपये ।

निम्नलिखित कार्य प्रस्तावित किये गये हैं :—

१. बेरहामपुर डाकघर	} निर्माण-कार्य केन्द्रीय लोक निर्माण विभाग द्वारा प्रारम्भ किया जा रहा है
२. बंसेतरा डाकघर	
३. जबलपुर प्रधान डाकघर	

(ग) एक सूची सभा-घटन पर रखी जाती है । [बे.सू.पे. परिशिष्ट २, अनुसूच संख्या ४२] । विभाग की यह नीति है कि बड़े डाकघरों की इमारतों अर्थात् प्रधान डाकघर, जिला-नगरों के डाकघर इत्यादि को प्राथमिकता दी जाय । बहुत ही सीमित स्थलों को छोड़कर तहसील मुख्यालयों में डाकघर भवन बनाने के प्रस्तावों को व्यावहारिक रूप में स्वीकार करना संभव नहीं हो सकेगा ।

Drugs Control Act

997. Shri D. C. Sharma: Will the Minister of Health be pleased to state:

(a) the number of cases of contravention of Drug Control Act detected in Delhi in 1960-61;

(b) the number of prosecutions launched during the year;

(c) the number of cases decided so far;

(d) the number of cases pending; and

(e) the action taken to expedite the pending cases?

The Minister of Health (Shri Karmarkar): (a) 200 cases.

(b) 20 prosecutions.

(c) 6 cases.

(d) 14 cases.

(e) Most of the pending cases are in the defence stage and are likely to be decided soon.

Quarters for Railway Doctors on E. Rly.

998. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) how many Railway Doctors (Assistant Surgeons) on the Eastern Railway have been provided with quarters as specified by the Railway Board; and

(b) the steps being taken to provide the rest of them with quarters?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Out of 198 Assistant Surgeons, 158 have been provided with quarters. Information regarding the type of quarters allotted to them in the different Divisions is being collected and will be laid on the Table of the House.

(b) Construction of quarters for Assistant Surgeons is being done on a programmed basis.

Termination of Services of Railway Employees

999. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the total number of employees whose services have been terminated or who have been given notice under Rule 148 of the Railway Establishment Code between the 1st November, 1960 and 1st March, 1961;

(b) the number of cases considered on appeal during the said period; and

(c) the number of employees reinstated as a result of such consideration

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). The information is being collected from the Railway Administrations and will be laid on the Table of the Sabha.

Construction of Waiting Rooms on Northern Railway

1000. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the names of Stations on Northern Railway where waiting rooms have been constructed during the year 1960-61 so far; and

(b) the names of stations where waiting rooms are proposed to be constructed during 1961-62 and the estimates therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No new waiting room has been constructed during 1960-61 on Northern railway.

(b) A waiting room at an estimated cost of Rs. 3,000 is proposed to be constructed at Beshareiganj during 61-62. A new waiting hall is also proposed at Varanasi but the plans are not finalised.

National Highways in Punjab

1001. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether he is aware of the deteriorating conditions of the National Highways in Punjab particularly in Ambala Division; and

(b) if so, the action taken in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Some damage was caused to the De'hi-Gurgaon-Jaipur Road (National Highway No. 8) and Delhi-Hissar-Sulemanki Road (National Highway No. 10) by the floods of 1960. Special repairs estimates for these roads have been approved and the work is in progress. No damage has, however, been reported in respect of National Highways in Ambala Division. No other reports of deterioration in the condition of National Highways in Punjab have been received.

'Package Programme' in Rajasthan

1002. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) the outline of the Package Programme introduced in Rajasthan for increasing the food production;

(b) the amount to be spent every year for this purpose;

(c) the number of new employees for this purpose and the annual expenditure to be incurred on them; and

(d) the annual production of foodgrains in Rajasthan during the year 1960 and the extent of the increase estimated after the completion of this programme?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). A note containing the required information is laid on the Table. [See Appendix II, annexure No. 43].

Production Target of Goodgrains for Rajasthan

1003. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Planning Commission has fixed the target of foodgrains production and the necessary allocation under the Third Five Year Plan for Rajasthan; and

(b) if so, the details thereof?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) The target of foodgrains production as well as the outlay for the State under the Third Five Year Plan have yet to be finalised.

(b) Does not arise.

Poultry Development in Rajasthan

1004. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any amount was allotted to Rajasthan Government for poultry development in the Second Five Year Plan;

(b) if so, what is the actual amount;

(c) whether the Rajasthan Government has submitted any scheme for poultry development in the State; and

(d) the nature and the progress achieved so far in Rajasthan in this respect district-wise?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). A sum of Rs. 6.84 lakhs was allotted to the Government of Rajasthan for the All-India Poultry Development Scheme sponsored under the Second Five Year Plan.

(c) The targets under the schemes and the provision required for achieving them were worked out in consultation with the State Government.

(d) Eleven Poultry Extension-cum-Development Blocks have been es-

established in Rajasthan against a target of 12 upto October, 1960: In these blocks 33199 eggs were produced out of which 7636 were utilised for breeding, 9244 birds were distributed, 95 persons were trained in modern methods of Poultry keeping and 81 farmers were given a subsidy of Rs. 50 each for purchase of wire-netting for their poultry houses in the State. District-wise break up is not available, as the progress of Plan Schemes is maintained for the State as a whole.

Fertilisers for Rajasthan

1005. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantities of ammonium sulphate and other fertilisers allotted to Rajasthan for 1960-61 period; and

(b) the total quantity of fertilisers despatched to Rajasthan in 1960-61 period up to date?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The required information is given below:—

(All figures in metric tons)

Kind of fertiliser	Quantity allotted during 1960-61	Quantity supplied till 28-2-61
Sulphate of Ammonia	10,120	6,782
Calcium Ammonium Nitrate	500	450
Ammonium Sulphate Nitrate	400	256

Development of Fisheries in Rajasthan

1006. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount allotted to Rajasthan State during the Second Five Year

Plan period so far towards the development of fisheries; and

(b) the schemes on which it has been spent?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). The original allocation for Fisheries Schemes of Rajasthan was Rs. 9 lakhs. Actually, a sum of Rs. 8 lakhs is likely to be spent on the following fisheries schemes:—

(i) the establishment of 10 fish farms and 20 fish seed farms, (ii) aid to fishermen's co-operative societies etc., (iii) establishment of two ice plants; and (iv) construction of one fish market.

Post Offices in Rented Buildings

1007. Shri Onkar Lal: Will the Minister of Transport and Communications be pleased to state:

(a) the number of Post Offices in Kotah division, that is, in Kotah, Bundi and Jhalawar districts of Rajasthan functioning in rented buildings at present; and

(b) the amount of rent paid by the Government on their account during 1959-60?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Twenty two.

(b) Rs. 10,437.72 nP.

Water Coolers at Stations on W. Railway

1008. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of stations on Western Railway where water coolers have been installed during 1960-61; and

(b) the number of Stations where water coolers will be installed during 1961-62?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). NIL

Health Units on Western Railway

1009. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) how many Health Units have been opened on the Western Railway during the Second Five Year Plan period as per directive of the Railway Board (year-wise);

(b) the amount allotted for the scheme; and

(c) the total amount spent so far?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a)

(a)	Year	No.
	1956-57	Nil.
	1957-58	4
	1958-59	Nil.
	1959-60	1
	1960-61	1

(b) Rs. 8,14,000.

(c) Rs. 7,28,400.

Tourists who visiting Kulu Valley

1010. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of tourists who visited Kulu Valley during 1959-60 and 1960-61; and

(b) the number of new tourist homes provided there so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The numbers of Indian or foreign tourists visiting specific tourist centres in India are not maintained. Hence the statistics of tourists visiting the Kulu Valley are not available. However the numbers of Indian and foreign visitors that stayed in the rest houses and guest houses in the Kulu Valley during the periods April 1959—March 1960 and April 1960—January 1961 as furnished by the State Government are as under:

April 1959-March 60 April 60-Jan, '61

Indians	7805	11400
Foreigners	263	377

(b) Two Low Income Group Rest Houses at Kulu and Manali at a cost of Rs. 21.01 lakh and Rs. 1.00 lakh respectively have been constructed by the Punjab Government with subsidy from the Central Government covering 50 per cent. of the cost. The State Government have also provided tented accommodation for the tourists in the Kulu Valley at a cost of Rs. 35,000 with 50 per cent. subsidy from the Central Government.

The State Government have also acquired a building known as Snow View Hall at Manali for conversion into a hotel containing 40 beds. All Government Rest Houses in the Kulu Valley have been thrown open to the tourists.

Upper Class Rest Houses are being constructed by the Central Government at Kulu and Manali at a cost of Rs. 2.00 and 3.00 lakhs respectively.

Urban Water Supply Schemes in Punjab

1011. Shri Daljit Singh: Will the Minister of Health be pleased to state:

(a) the assistance given by the Centre to the Punjab Government for urban water supply schemes in the State during the Second Five Year Plan period; and

(b) the names of the schemes submitted by the Punjab Government which are under consideration?

The Minister of Health (Shri Karmarkar): (a) The loan assistance given by the Centre to the Punjab Government for urban water supply schemes in the State under the National Water Supply & Sanitation Programme (Urban) during the first four years of the Second Five Year Plan period is Rs. 92.646 lakhs.

(b) There is no scheme at present under consideration. All the schemes submitted by the Punjab Government have been approved.

जमाये हुए तेल का मूल्य

१०१२. श्री म० ला० द्विवेदी : क्या साक्ष तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि वनस्पति (जमाये हुए) तेल के भारत में मीट्रिक माप तेल के लागू होने से प्रति टन कमी हुई है परन्तु इसी अनुपात से मूल्यों में कमी नहीं की गई;

(ख) यदि हां, तो क्या सरकार इन मूल्यों में उभी अनुपात से कमी कराने के लिये कदम उठायेगी;

(ग) क्या सरकार वनस्पति निर्माताओं और विक्रेताओं से इस तरह जो मुनाफा कमाया है उसे वापस कराने या उचित दंड देने का विचार है;

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(घ) जब कि मूंगफली का घीर अन्य तेलों का भाव बाजार में काफी कम है, जमाये हुए तेलों के दाम बराबर बढ़ने के क्या कारण हैं;

(ङ) वनस्पति तेलों को उचित दाम पर बिकवाने के लिये क्या सरकार का कोई कदम उठाने का विचार है; और

(च) यदि नहीं, तो इसके क्या कारण हैं ?

साक्ष तथा कृषि उपमंत्री (श्री म० म० चामल) : (क) मीट्रिक प्रणाली लागू होने से पूर्व जिन डिब्बों में वनस्पति बेचा जाता था, उनका वास्तविक सामर्थ्य घीर तदनुसार मीट्रिक प्रणाली के अधीन घपनाये गये माप निम्न प्रकार है :-

मीट्रिक प्रणाली
लागू होने से पूर्व

----- मीट्रिक प्रणाली के अधीन
मीट्रिक बाटों
के समकक्ष

१ पीड	४५३ ग्राम	५०० ग्राम
२ पीड	०.६ किलो ग्राम	१ किलो ग्राम
५ पीड	२.३ "	२ "
१० पीड	४.५ "	४ "
२६ पीड	१६.३ "	१६.५ "

इस प्रकार विभिन्न माप के डिब्बों में बन्द जमे हुए घी की मात्रा में सामान्यतः मूल्य तदनुसार ही निर्धारित किये गये हैं। उदाहरण स्वरूप प्रसिद्ध माकों १० पीड के डिब्बे का मूल्य मुलाई, १९६० में १३ रुपये ४० नये पैसे था और अगस्त मितम्बर, १९६० में ११ रुपये २२ नये पैसे ४ किलो ग्राम टिन का था।

(क) और (ग). प्रश्न ही नहीं उठता।

(ब) सामान्यतः जमे हुए घी का मूल्य मुख्य रूप से मूंगफली तेल के मूल्य पर निर्भर

करता है, जो कि मुख्य कच्ची घातु है। पिछले गत मासों में मूंगफली तेल का मूल्य बहुत बढ़ गया और जमे हुए तेल का भाव आम तौर पर उसी के अनुपात से हुआ है।

(इ) और (च). प्रश्न ही नहीं उठता।

Prizes for increased Food Output

1013. Shrimati Ila Palchoudhuri: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government of India have awarded prizes to certain districts in certain States for recording increase of more than 15 per cent in their food yields during 1958-59 Rabi campaign over the average of previous three years; and

(b) if so, details of the prizes awarded together with the names of districts and States to which they were awarded?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). A statement giving the information is laid on the Table. [See Appendix I, annexure No. 44].

Ticketless Travel

1014. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of passengers including Government employees travel without tickets on Saturday by BDB passenger train which starts from Delhi at 13.15 hours;

(b) whether it is also a fact that this ticketless travelling is at its highest between Delhi and Gurgaon; and

(c) if so, the nature of steps taken or proposed to be taken to check it?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) No.

(c) Does not arise.

Passengers Thrown out of Train

1015. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 47 on the 15th November, 1960 and state:

(a) whether the police have investigated into the cases of passengers thrown out from the moving train on the 18th September, 1960 between Ferozabad and Makhanpur Stations; and

(b) if so, the result thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The case is still under police investigation.

Crop Insurance

**1016. { Shri Ram Krishan Gupta:
Shri Rameshwar Tanti:
Shri Ajit Singh Sarhad:
Shri Damani:**

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 100 on the 15th November, 1960 and state:

(a) whether Government have considered the scheme for Crop Insurance received from Punjab Government; and

(b) if so, the result thereof?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b). The scheme involving an expenditure of Rs. 50 lakhs has been included in the Third Five Year Plan of the State Government. Details regarding coverage, cost etc. are being finalised by the Punjab Government in consultation with the Government of India.

Purchase of Stores by Calcutta Port Commissioners

1017. { Shri Ram Krishan Gupta:
Shri Pangarkar:
Shri A. K. Gopalan:
Shri Aurobindo Ghosal:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 365 on the 23rd November, 1960 and state:

(a) whether Calcutta Port Commissioners have considered the report of inquiry regarding irregular purchase of stores; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Not yet. The report is still under the consideration of the Commissioners in consultation with the Central Government.

Damage to Foodgrains by Insects

1018. { Shri R. C. Majhi:
Shri Subodh Hansda:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are utilising a process developed by an Indian scientist by which jute bags used for storing foodgrains could be made insect-proof;

(b) what is the total tonnage of foodgrains ruined by insects each year; and

(c) whether by this new method this kind of damage could be prevented?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The proposal is under examination.

(b) No accurate estimate of the quantity ruined by insects is available.

(c) With the use of chemically impregnated bags freshly harvested

grain, or grain that is initially insect free is protected against insect attack from outside.

All India Institute of Medical Sciences

1019. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) whether it is a fact that the All India Institute of Medical Sciences, New Delhi has not got adequate supplies of paper for recording the graphs made out by the Electrocardiogram and the Encephalogram; and

(b) if so, the reasons therefor?

The Minister of Health (Shri Karmarkar): (a) Adequate graph paper for the electrocardiogram is available; sufficient graph paper for the electro-encephalogram is available for research purposes; but not for clinical investigations on patients.

(b) (i) The requisite quantity of paper for the electro-encephalograph for clinical purposes is not readily available in India and has to be imported which involves foreign exchange.

(ii) Adequate quantities will be made available when a Neurologist is appointed.

उत्तर प्रदेश के पूर्वी जिलों के गन्ना उत्पादक

१०२०. श्री बजराम सिंह : क्या कृषि तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उत्तर प्रदेश के पूर्वी जिलों के गन्ना उत्पादकों ने हड़ताल करके कारखानों द्वारा गन्ने का दिये जाने वाला न्यूनतम मूल्य बढ़वाने के लिये चीनी मिलों को गन्ना देना रोक दिया था;

(ख) उक्त हड़ताल कितने दिन तक चली;

(ग) क्या हड़ताल करने वाले गन्ना उत्पादकों की मांग पर विचार कर लिया गया है; और

(घ) यदि हां, तो सरकार ने इस विषय में क्या निर्णय किया है ?

काय तथा कृषि उपमंत्री (श्री प्र० म० बामस) : (क) जी हां ।

(ख) दो से तीन दिनों के लिए कई मिलों में गन्ने की पूर्ति का अन्तराधिकार रूप से पड़ा ।

(ग) और (घ). गन्ने का वर्तमान न्यूनतम मूल्य जो गत वर्ष १०४ रुपये से बढ़ा कर १६२ रुपये प्रति मन किया गया था, ठीक समझा गया है और इस के बढ़ोतरी का कोई कारण नहीं है ।

Central Assistance for Agricultural Development in Kerala

1021. { **Shri Kodiyam:**
Shri Warior:

Will the Minister of Food and Agriculture be pleased to state:

(a) the nature and extent of financial assistance sought by the Kerala Government from the Centre for development of agriculture in the State during the Second Five Year Plan; and

(b) the nature and extent of financial assistance given to the State upto the 31st December, 1960?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Under the current procedure, outlay for Annual Plan of a State is first approved and on that basis allocations of Central financial assistance for various heads of development are made. No separate requests for Central assistance are generally received from the States for Agricultural Programmes under this procedure.

(b) The Central Financial assistance given to the Kerala Government for development of agriculture (including Minor Irrigation and Land Develop-

ment) since the beginning of the Second Five Year Plan is as under:

(Rs. in lakhs)			
	Loans	Grants	Total
1956-57	13.4	16.5	29.9
1957-58	31.4	15.2	46.6
1958-59	40.5	23.7	64.2
1959-60			
(Provisional)	87.7	29.6	117.3

The payment sanctions for Central financial assistance for 1960-61 are yet to issue.

Medical Stipends for Post Graduate Medical Course

1022. **Shri Kodiyam:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that the students studying for post-graduate medical course under the Central Government Scholarship scheme in Bombay and Madras are given a monthly stipend of Rs. 250 per mensem;

(b) whether it is also a fact that students studying in Delhi under the same scheme are given only Rs. 150 per mensem;

(c) if so, the reasons for the disparity in the stipends; and

(d) whether Government intend to remove the disparity and increase the stipend of Delhi students to Rs. 250 per mensem?

The Minister of Health (Shri Karmarkar): (a) and (b). The post-graduate training in medicine under the Central Scholarship scheme is given in the following institutions in India:

1. Institute of Obstetrics & Gynaecology, Government Hospital for Women and Children, Madras.
2. Institute of Venereology, Government General Hospital, Madras.
3. Institute of Anatomy, Stanley Medical College, Madras.
4. Barnard Institute of Radiology, Government General Hospital, Madras.

5. Upgraded Department of Paediatrics, Madras Medical College, Madras.
6. Upgraded Department of Pathology, Andhra Medical College, Visakhapatnam.
7. Department of Plastic Surgery, Medical College, Nagpur.
8. All India Institute of Mental Health, Bangalore.
9. Indian Cancer Research Centre, Bombay.
10. Thoracic Surgery Unit Christian Medical College, Vellore.
11. Upgraded Department of History of Medicine, Osmania Medical College, Hyderabad.
12. Sir C. E. M. Dental College, Bombay.
13. Nair Hospital Dental College, Bombay.
14. Neuro-Surgery Unit, Christian Medical College, Vellore; and
15. Upgraded Department of D.T.D., Vallabhbhai Patel Chest Institute, Delhi.

Under this Scheme stipends are given at Rs. 150 per month or at Rs. 250 per month according to the basic qualifications of a candidate. Stipend at the enhanced rate of at Rs. 250 per month is given to the following categories of candidates:

- (i) Teachers including Demonstrators employed in medical colleges.
- (ii) Those who already possess post-graduate qualifications like M.D., M.S., M.Sc., Ph.D., etc.
- (iii) Those who are admitted to Upgraded Departments in—
 - (a) clinical laboratory subjects, and
 - (b) non-clinical subjects such as Physiology, Anatomy & Pharmacology.
- (iv) Candidates, who prior to their admission to D.P.M. and D.M.P. courses at the All-

India Institute of Mental Health, Bangalore had worked as Superintendents, Deputy Superintendents and Assistant Surgeon in State Mental Hospitals.

The post-graduate teaching in Delhi hospitals is given in the following institutions:

1. Lady Hardinge Medical College and Hospital, New Delhi.
2. Safdarjang Hospital, New Delhi.
3. Willingdon Hospital, New Delhi.
4. Irwin Hospital, New Delhi; and
5. All-India Institute of Medical Sciences, New Delhi.

Stipend at the uniform rate of Rs. 150 per month to each student is being paid.

(c) and (d). The question of giving stipends to all candidates at a uniform rate is under examination.

P. and T. Buildings in Kerala

1023. { Shri Kodiyar:
Shri Warior:

Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal for constructing office buildings for the Posts and Telegraphs Department in Kerala;

(b) if so, the number of buildings to be constructed; and

(c) what is the total amount of rent now being paid by the department every month for its offices in the State?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) and (b). The following building proposals have already been sanctioned:

1. Adur:—Addition and Alteration to P. O. building.

2. Alleppy:—Construction of Tele. Exchange building.
 3. Cannanore:—Extension to P.O. building.
 4. Ernakulam:—Construction of Auto Exchange building.
 5. Kozikode:—Construction of H.P.O. building.
 6. Kadakkavur:—Construction of P.O. & S.P.M. quarter,
 7. Kanhangad:—Construction of P.O. building.
 8. Mayyanad:—Construction of P. O. building.
 9. Ponkunnam:—Construction of telephone exchange building.
 10. Pathanapuram:—Construction of P.O. building.
 11. Trivandrum:—Construction of P. & T. building.
 12. Tiruvattar:—Reconstruction of P.O. building.
 13. Wellington Island:—Construction of P. O., RMS and Air sorting office.
 14. Wellington Island (Cochin):—Construction of Telephone Exchange building.
- (c) Rs. 23,824-28nP.

हिमाचल प्रदेश में 'ट्राउट' मछली पकड़ना

१०२४. श्री पद्म देव : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश की पर्वत, ऊँड़ और स्वर्ण नदियों में 'ट्राउट' मछली पकड़ने के लिये सरकार ने वर्ष १९६० में कितने लाइसेंस दिये; और

(ख) इसी वर्ष के लिये इस विभाग का धाय तथा व्यय का झोरा क्या है ?

कृषि उपमंत्री (श्री श्री० बें० कृष्णप्पा) :

(क) १०३.

(ख) इस विभाग की धाय ३,५२,००० रुपये और व्यय ३,२१,००० रुपये हुए हैं।

हिमाचल प्रदेश में पर्यटन

१०२५. श्री पद्म देव : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश प्रशासन ने भारत सरकार को पर्यटन सम्बन्धी कोई योजना पेश की है; और

(ख) यदि हां, तो उसका व्योरा क्या है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) और (ख) इस सम्बन्ध में एक विवरण सभा पटल पर रखा जाता है [रेल्वे परिशिष्ट २, अनुबन्ध संख्या ४५]

हिमाचल प्रदेश के मण्डी जिले में नहरें

१०२६. श्री पद्म देव : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश के जिला मण्डी के इलाके बलह में प्रथम और द्वितीय पंच वर्षीय योजनाकाल में कितनी 'कूलों' (नहरों) का निर्माण हुआ :

(ख) निर्माण की गई कितनी कूलें सिंचाई का काम दे रही हैं और कितनी व्यर्थ पड़ी हैं; और

(ग) व्यर्थ पड़ी कूलों का क्या कारण है और इसका दायित्व किस पर है ?

कृषि उपमंत्री (श्री श्री० बें० कृष्णप्पा) :

(क) हिमाचल प्रदेश के मण्डी जिले में बालह नामक कोई स्थान नहीं है। परन्तु उस जिले में "बालह" नामक क्षेत्र है, जहाँ पर पहली और दूसरी पंचवर्षीय योजना के दौरान में पांच कूलें बनाई गई हैं।

(ख) ग्राजकल सिंचाई के लिए पांच में से चार कूलें प्रयोग में लाई जा रही हैं, एक कूल जिस का नाम "छतरू" कूल है, ग्राजकल सिंचाई के लिये इस्तेमाल में नहीं लाई जा रही है।

(ग) घराटों (पानी मिलों) के मालिक लोग छतरू कल की निकासी से ही उस कूल में पानी नहीं आने देते हैं और निकासी के स्थान से ही हैड-वर्क्स के स्तर की ओर उसको मोड़ दिया जाता है। इन मालिकों ने पानी के प्रयोग के लिये अधिकारों का अपना दावा किया है। यह मामला हिमाचल प्रदेश प्रशासन के परीक्षण में है और यदि अभिलेखों ने उन के अधिकार सिद्ध किये, तो इनको हिमाचल प्रदेश छोटी नहरे अधिनियम के अन्तर्गत ले लिये जायेंगे और उक्त अधिनियम के उपबन्धों के अनुसार उन मालिकों को मुआवजा दे दिया जायेगा।

Production and Consumption of Milk and Milk Products

1027. **Shri V. P. Nayar:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have any plans to increase the production and per capita consumption of milk and milk products in States which at present are having only a very low consumption of these, as in Kerala and Madras; and

(b) when do the Government of India expect to make the consumption in such States catch up with all India averages?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Preservation, protection and improvement of livestock is the responsibility of the State Governments. The Government of India have on their part, sponsored various Animal Husbandry and dairy development schemes on an all-India basis. According to available statistics the production and per capita consumption of milk in Madras and Kerala States increased to the

following extent in 1956. There has been no subsequent survey.

	Production of milk (thousand mds.)		Per capita consumption of milk (ounces)	
	1951	1956	1951	1956
Madras	19,643	22,226	2.40	2.71
Kerala	4,408	5,428	1.18	1.46

Another positive step taken by the Government of India relates to the allotment of (i) Stray Haryana cattle rounded up in Delhi, Punjab etc. and (ii) surplus superior calves available from Milk Colonies to the Southern States.

(b) Since cattle development is a slow process, no time limit can be fixed for this purpose.

Rural Water Supply Schemes in Orissa

1028. **Shri Chintamani Panigrahi:**
Shri Kumbhar:

Will the Minister of Health be pleased to state:

(a) whether the Central Government have given any help to Orissa for implementing rural water supply schemes in the State during the 2nd Five Year Plan;

(b) if so, the nature and the amount of aid given for this purpose year-wise; and

(c) the nature of schemes implemented to provide drinking water facilities in the rural areas in Orissa in the 2nd Five Year Plan?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) Grant-in-aid is paid on the basis of 50 per cent of the cost of the water supply and sanitation schemes approved under the National Water Supply and Sanitation Programme (Rural). The amount of aid given during the

first four years of the 2nd Five Year Plan is as follows:

Year	Grant-in-aid paid
	Rs. in Lakhs
1956-57	10.50
1957-58	12.955
1958-59	18.99680
1959-60	3.90
TOTAL	46.35180

(c) The schemes consist of—

- (1) Construction and repair of wells;
- (2) Sinking of Tube-wells; and
- (3) Construction and repair of tanks.

Assistance to Jute Grower in Orissa

1029. Shri Chintamani Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Union Government has made any financial provision to Orissa State in 1958-59, 1959-60 and 1960-61 for helping the jute growers in Orissa;

(b) if so, what amount; and

(c) whether jute production in Orissa has increased during these years?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

	Rs. in lakhs.
(b) 1958-59	1.39
1959-60	1.92
1960-61	2.46

(c) The production of jute in recent years is as under:—

	lakh bales
1957-58	2.08

lakh bales

1958-59 1.77

1959-60 2.12

1960-61 2.61

Gramdan Work

1030. Shri Chintamani Panigrahi: Will the Minister of Community Development and Co-operation be pleased to state:

(a) what further progress has been achieved in co-ordinating gramdan work with Community Development Work; and

(b) which of the decisions have been implemented by now?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) and (b). Akhil Bharat Sarva Seva Sangh was to suggest opening a few Pilot Projects in areas with large concentration of Gramdan villages and to prepare detailed development schemes for the same. Only two such proposals, the first for Boipariguda in Orissa and the 2nd for Akalkuwa in Maharashtra were received. The first is about to be finalised by the Orissa State Government in consultation with the Ministry of Home Affairs. The Second proposal is under consideration of the Maharashtra Government. The decision was that such Pilot Projects should be worked out by the Akhil Bharat Sarva Seva Sangh after details are discussed with and agreed to between them and the State Government concerned.

2. Gramdan as a subject has been included in the syllabus of the Orientation and Study Centres of the Ministry and Gramdan workers are being regularly invited as guest speakers to deliver lectures in these institutions, in every course of training.

3. The proposal to start co-operative farming pilot projects in Gramdan areas has been discussed with representatives of Akhil Bharat Sarva Sangh. The possibility of locating one

pilot project in every State in Gramdan areas is under consideration.

4. Gramdan literature in regional languages costing Rs. 3,24,181 have so far been supplied to the Blocks.

5. Reports from States indicate following action:

Gujarat State has included a local Gramdan worker (representative of Sarvodaya Seva Sangh) if there is one in the area, in the Block Development Committee as a member. Uttar Pradesh is considering such a step. In Bihar State preference is given to development of Gramdan villages in C.D. Blocks.

In Madhya Pradesh priority is given to areas with Gramdan villages while selecting new Pre-extension Blocks. In this State Sarvodaya Shivirs were also organised by Sarva Seva Sangh at Divisional level to acquaint officials of the Block with the philosophy of Gramdan movement.

In Madras credit facilities have been extended through 10 Co-operative societies formed to cover 11 Gramdan villages. To step up Agricultural production the State Government have arranged to supply electricity to 11 Gramdan villages and have in some cases subsidised the cost.

Teak Cultivation in Orissa

1031. Shri Chintamani Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there was a proposal to bring 8105 acres under teak cultivation in Orissa in the Second Five Year Plan;

(b) if so, how much of this land has been brought under teak cultivation in Orissa by now; and

(c) what is the total amount of loan or assistance given to Orissa in the entire Second Five Year Plan for this purpose?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, Sir.

(b) An area of 8503.81 acres has been covered with teak plantations against the above target.

(c) The State Government expect to incur a total expenditure of Rs. 5,24,000 on this scheme by the end of the Second Plan period and the entire amount is permissible to them as loan from the Centre.

Bridges in Orissa

1032. Shri Chintamani Panigrahi: Will the Minister of Transport and Communications be pleased to state:

(a) the total amount of money given to Orissa for construction of bridges over rivers during the Second Five Year Plan period so far; and

(b) the names of the rivers over which the proposed bridges have been completed by now?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A grant aggregating Rs. 27.38 lakhs has been approved by the Government of India from the Central Road Fund (Ordinary) Reserve, and a sum of Rs. 91.60 lakhs has been given to Orissa for bridges across the rivers on National Highways during the Second Five Year Plan period.

(b) A statement, giving the requisite information is laid on the Table. [See Appendix II, annexure No. 46].

Electric Traction on E. Railway

1033. Shri Subiman Ghose: Will the Minister of Railways be pleased to state:

(a) how many miles of Railway line in Eastern Railway are proposed to be covered under electric traction during the Second Five Year Plan period;

(b) how many miles of such line has already been covered up to date; and

(c) the length of line covered by A.C. and the length of line covered by D.C. current?

**The Deputy Minister of Railways
(Shri S. V. Ramaswamy):**

(a) Approximately

Route Miles

Track Miles

177

575

(b) D.C. 88

275

(c) A.C. 67

197

Lighthouses

1034. { Shri P. C. Borooah:
Shri Nallakoya:

Will the Minister of Transport and Communications be pleased to state:

(a) what recommendations were made by the Central Advisory Committee for Lighthouses for the development of Lighthouses and other aids to navigation, at their recent meeting held in New Delhi;

(b) whether any priority has been given to the projects already started during the Second Five Year Plan; and

(c) how the allocation has been proposed to be distributed among different items?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (c). A statement is laid on the Table. [See Appendix II, annexure No. 47].

(b) Yes.

Quota of Sugar for Tripura

1035. Shri Bangshi Thakur: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the production of sugar in the year 1960-61 has increased by 53,000 tons in comparison to that of 1959-60;

(b) whether the quota of sugar for Tripura has been increased; and

(c) whether it is a fact that due to inadequacy of controlled quantity of sugar supplied to the people of Tripura the price of sugar has gone up?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) The production of sugar in 1960-61 session upto 7th February, 1961 has increased by 1.61 lakh tons in comparison to that of 1959-60 season upto the same date.

(b) The monthly quota of sugar for Tripura was fixed at 150 tons and the same was increased to 200 tons from February 1960 and to 250 tons from June, 1960.

(c) The present monthly quota of 250 tons is considered to be adequate and the position of supplies and prices has been satisfactory. However in January, 1961 due to delay in arrival of stocks owing to transport difficulties the prices showed a tendency to rise and steps were immediately taken for distribution of sugar from selected shops to *bona fide* consumers.

Deforestation

1036. Shri Bibhuti Mishra: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that forests and trees in other than forest areas are yearly being cut down; and

(b) if so, whether Government have given any directions to various State Governments to take steps to check deforestation and cutting down of trees?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Trees are cut down in the normal course. It is, however, the endeavour of State Government to prevent wanton destruction to the extent possible.

(b) The management of forests is a State subject. The Central Board of Forestry, composed of the Ministers-in-charge of Forests in the States and presided over by the Central Minister of Food and Agriculture, periodically reviews the position in the light of the national forest policy of 1952 (which, *inter alia*, deals with the question of protection of forests and trees) and makes appropriate recommendations.

Train Derailment

1037. Shri M. B. Thakore: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1077 on the 22nd December, 1960 regarding Train Derailment near Pipalia Station and state:

(a) whether the derailment was due to defective newly laid track;

(b) if so, whether Government have taken any steps to punish those responsible for such track;

(c) whether there was any damage to Railway property; and

(d) if so, the loss incurred thereby?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Does not arise.

(c) and (d). Rupees One thousand eight hundred approximately.

New Railway Lines in Gujarat

1038. Shri M. B. Thakore: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Minister had received a number of representations to the effect that no new Railway link or line has been constructed in Gujarat since Independence while he was touring the said area in the first week of January, 1961; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No. Actually a number of new lines have been constructed since Independence in the area comprising the Gujarat State.

(b) Does not arise.

Service Societies

1039. Shri Hem Raj: Will the Minister of Community Development and Co-operation be pleased to state:

(a) the number of Co-operative Societies which have been changed

into Service Co-operatives during the year 1960;

(b) how many of them are actively functioning and how many of them are at a standstill; and

(c) the special concession given to such Service Co-operatives by the Government?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) According to the figures reported by State Governments 33190 societies have been reorganised as service co-operatives during the period 1-7-1959 to 31-10-1960. Separate figures for the calendar year 1960 are not available.

(b) Reorganisation as service co-operatives implies activation of the societies. It is, therefore, expected that all these reorganised societies are functioning actively.

(c) Service co-operatives are being given a management subsidy upto Rs. 900 per society spread over a period of 3 to 5 years. They are also being used for channelizing seeds and fertilizers.

Kot Kapura-Fazilka B.G. Line

1040. { **Shri Ram Krishan Gupta:**
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to state:

(a) whether Government have considered the proposal for conversion of metre gauge Railway line between Kot Kapura-Fazilka of Northern Railway into broad gauge; and

(b) if so, the result thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) The proposal was not found financially justified.

दिल्ली के गांवों में बिजली लगाना

१०४१. श्री नवल प्रभाकर : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या द्वितीय पंचवर्षीय योजना में दिल्ली के गांवों में बिजली लगाने के सभी लक्ष्य पूरे हो गये हैं ; और

(ख) यदि हां, तो किन किन गांवों में बिजली लगाई गई ?

सिंचाई और विद्युत उपमंत्री (श्री हाथी) :

(क) द्वितीय पंच वर्षीय योजना में ५३ ग्रामों का विद्युतन आयोजित था। इसमें से ४५ ग्रामों में विद्युतन कर दिया है। आशा है कि द्वितीय योजना के अन्त तक शेष ग्राम भी विद्युतिकृत कर दिये जायेंगे।

(ख) विद्युतिकृत ग्रामों के नाम निम्नलिखित हैं :—

- (१) समायपुर
- (२) भलीपुर
- (३) अदबीनि
- (४) बेगमपुर
- (५) बदली
- (६) चत्तरपुर
- (७) चिराग दिल्ली
- (८) चौखण्डी
- (९) खामपुर
- (१०) कालू सराय
- (११) किलोकरी
- (१२) लाबसपुर
- (१३) स्वीपर कालोनी (बदली)
- (१४) सराय काले खां
- (१५) खिजराबाद
- (१६) तैमूर नगर
- (१७) जोगा बाई
- (१८) नजफगढ़
- (१९) बबेला

- (२०) बकोली
- (२१) बड़ी झरिया मारिया
- (२२) हस्थल
- (२३) खिवकी
- (२४) मण्डोली फजरपुर
- (२५) नंगलोई
- (२६) नांगली
- (२७) नावदा
- (२८) पीरा गढ़ी
- (२९) नांगली राजापुर
- (३०) पतपर गंज
- (३१) सीरसपुर
- (३२) शकूरपुर खास
- (३३) शेख सराय
- (३४) तिकड़ी खुर्द
- (३५) जमशेदपुर
- (३६) पालम
- (३७) रामपुरा
- (३८) भलीगंज तथा पिलंजी
- (३९) कोटला मुबारकपुर
- (४०) जसोला
- (४१) मादीपुर
- (४२) शकूरपुर
- (४३) धोरपुर
- (४४) दरपुर
- (४५) किशन गढ़ी

नरेला को बिजली देना

१०४२. श्री नवल प्रभाकर : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नरेला, दिल्ली को अब भी महंगा बिजली मिल रही है, और

(ख) यदि हां, तो इसके क्या कारण हैं ?

सिंचाई और विद्युत उपमंत्री (श्री हाथी) : (क) जी हां।

(ख) इस क्षेत्र में छोटे डीजल उत्पादन यन्त्रों द्वारा बिजली दी जाती है। उस कारण उत्पादन लागत अधिक है।

मृतकों का रक्त

१०४३. श्रीमती कृष्णा मेहता : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रूस के किसी प्रोफेसर ने भारत को यह सलाह दी है कि भारत में भी मृतकों का रक्त लेने की कोई योजना बनाई जाय;

(ख) क्या यह भी सच है कि रूस में मृतकों के शरीर से रक्त निकाल लिया जाता है; और

(ग) यदि हां, तो सरकार का इस विषय में क्या मत है ?

स्वास्थ्य मंत्री (श्री करमरकर) :

(क) जी नहीं। प्राध्यापक ने मृतकों के रक्त के प्रयोग पर केवल एक व्याख्यान दिया था।

(ख) जी हां।

(ग) यदि मृतक के रक्त का उपयोग किया जा सके तो इससे खून बढ़ाने के लिये पर्याप्त रक्त उपलब्ध करने की समस्या हल करने में सहायता मिलेगी तथापि धार्मिक भावनाओं को देखते हुये निकट भविष्य में इस प्रैक्टिस के रोक-प्रिय होने की सम्भावना नहीं है।

Okhla Water Works in Delhi

1044. Shri P. C. Borooah: Will the Minister of Health be pleased to state:

(a) whether it is a fact that water from the Okhla Water Works is contaminated; and

(b) if so, whether Government have considered the feasibility of stopping this source and making some alterna-

tive arrangements for making good the deficiency in water supply caused as a result?

The Minister of Health (Shri Karmarkar): (a) Though it is not true that the water available from the Okhla Water Works is contaminated, yet in view of the fact that the Okhla Water Works intake is situated down stream of Delhi, sometimes storm and sullage water drains falling into the River upstream of the intake point cause a certain amount of contamination. The Barapulla Nallah which is only about 300 feet upstream of the intake point discharges storm and sullage water into the river Jamuna during the monsoon season. The water is, therefore, pre-chlorinated and post-chlorinated before and after the filtration treatment. A syphon has also been provided at the intake, so that the sullage water may go through it and not towards the treatment plant.

(b) Efforts are being made to procure water from the Hindon River through a pipe line so that the water from the Hindon River may be substituted at the Okhla Water Works.

Keshopur Sewage Treatment Plant in Delhi

1045. Shri P. C. Borooah: Will the Minister of Health be pleased to state:

(a) whether the Keshopur Sewage treatment plant in Delhi has been lying idle for the last two years;

(b) if so, why; and

(c) at what cost was it installed?

The Minister of Health (Shri Karmarkar): (a) Yes.

(b) The Trunk sewer, feeding the Sewage Treatment Plant, was not complete. This has been completed now; but the final connection for bringing the sewage from Tilak Nagar which is being done by the C.P.W.D. is not yet complete. As soon as this is completed, the plant will be put into operation.

(c) Rs. 73 lakhs.

Freedom from Hunger Campaign of F.A.O.

1040. { Shri P. C. Borooah:
Shri D. C. Sharma:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether India has joined the Freedom from Hunger Campaign of the F.A.O.;

(b) if so, what food products India is in a position to spare at present to contribute its share in the campaign;

(c) which countries have joined the campaign; and

(d) what measures, if any, were recommended at a recent symposium of the campaign in New Delhi for diversification of food habits?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Yes, Sir. India has joined this Campaign and it was inaugurated in this country on 1st July, 1960.

(b) Participation in the Campaign does not necessarily imply contribution of food products. The Campaign aims at achieving better understanding of the problem of providing adequate food for the present and future world population, the methods to meet the gap between available and optimum food supplies and stimulating countries to take action aimed at bridging the gap. In India, the Campaign will largely imply re-inforcement and intensification of efforts under some of the selected programmes included in our Five Year Plans.

(c) At the 10th F.A.O. Conference held in November, 1959 at Rome, all the Member Nations of the F.A.O. (numbering about 80) supported the Campaign. It is presumed that practically all these countries would be participating in the Campaign though F.A.O. has not specifically notified the names of such countries.

(d) While inaugurating the Symposium on the Freedom from Hunger Campaign on 10th January, 1961, it was stressed by the Minister of Food and Agriculture that along with the

efforts to increase production of food-grains, it was necessary to change the food habits of the people, particularly through greater production and utilisation of vegetables, fruits, milk, poultry etc. No specific measures or programmes as such were recommended at the Symposium.

Railway Bridge at Kaldarghat near Tezpur

1047. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether a Railway bridge has been constructed at Kaldarghat on the river Jia Bharati, near Tezpur; and

(b) if so, at what cost?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Rs. 1 crore approximately.

Machinery for Hirakud Project

1048. **Shri Chintamani Panigrahi:** Will the Minister of Irrigation and Power be pleased to state:

(a) the total amount spent towards the purchase of war disposal machineries for Hirakud Dam Project;

(b) what sum of money has been debited to write off the sterling balance due to India on that account to United Kingdom;

(c) what is the amount spent for purchase of machinery parts, tyres, tubes and the establishment cost during the construction period for running those machineries;

(d) what is the cost of the values of work done through these machineries;

(e) whether the machineries which were kept idle and unserviceable since their arrival have been charged against the project estimate;

(f) whether Government propose to write off such amount against the loan now levied upon Orissa; and

(g) if not, the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) According to the information furnished by the Hirakud Dam Project authorities, the total value of the war disposal machinery purchased for the Project comes to about Rs. 54.23 lakhs.

(b) As the military stores and installations in various parts of the country were paid for in bulk, out of the accumulated sterling balances, it is not possible to say how much thereof represented the value of the disposal machinery acquired for the Hirakud Dam Project.

(c) Expenditure figures in respect of these items are not readily available.

(d) The accounts of the project do not exhibit the value of the work done separately by these machineries.

(e) Yes.

(f) and (g). A procedure has been prescribed for the disposal of machinery and spare parts surplus to the requirements of projects. As and when disposal is effected, credit of the amounts realised is afforded to the project estimate.

Delhi Dairy Farm

1049. Shri Rami Reddy: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any benefits have accrued to the rural people as a

result of locating milk collecting centres round about Delhi for collecting milk for the Delhi Milk Scheme and if so, what are they;

(b) what are the items that are manufactured in the Delhi Dairy Farm;

(c) at what prices are they sold; and

(d) how do these prices compare with the prices prevailing in the market?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) Delhi Milk Scheme has provided a regular market for milk to milk producers who live near about the Milk Collection and Chilling Centres set up by the Scheme in rural areas of Delhi, U.P. and Punjab. The Scheme is buying all the surplus milk that producers have to sell. This has given a fillip to milk production and has led to greater production of milk. Besides providing a regular market for milk the Scheme has also resulted in the milk producers getting a higher price, about two to three rupees per maund of milk more, for their produce.

(b) and (c). The Delhi Milk Scheme is selling the following products at the rates noted against each:—

(i) Pure milk (cow or buffalo)	62 n.P. }	per litre
(ii) Toned milk	42 n.P. }	
(iii) Table Butter—bulk price (5 kilograms or more)		Rs. 6.75 per kilo
(iv) Table Butter 100 grams pkts.		Rs. 0.75 each
(v) Table Butter 250 grams pkts.		Rs. 1.81 ..
(vi) Ghee 1 Kilo tins		Rs. 7.50 ..
(vii) Ghee 2 Kilo tins		Rs. 14.50 ..
(viii) Ghee 4 Kilo tins		Rs. 28.50 ..
(ix) Flavoured Milk		Rs. 0.16 }
(x) Sterilised Flavoured Milk		Rs. 0.20 } per ½ litre
(xi) Ice Cream 125 cc cup		Rs. 0.40 each

The Scheme is also manufacturing skim milk powder. This is being sold at Rs. 3.51 per Kilogram.

(d) The price of each product sold under the Scheme is generally lower than the price at which the product is sold by the trade.

Flood Control Schemes in Orissa

1050. Shri Surendranath Dwivedy: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of India had any discussion with the State Government of Orissa regarding specific projects for flood protection in the State; and

(b) whether any plans have been sanctioned by the Planning Commission and which are the plans that are likely to be completed in the Third Five Year Plan and the total amount estimated for the purpose?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The flood control proposals of Orissa for the 3rd Plan were discussed in November, 1960 by the officials of the Planning Commission and the Ministry of Irrigation & Power with the officials of the Government of Orissa. The proposals which were estimated to cost Rs. 374.44 lakhs contemplated the raising and strengthening of embankments, resettling of villages within the flood embankments, raising of village sites, providing high level escapes in embankments, drainage improvement, cuts to sea and diversion channels. No specific schemes have been received from the State Government for approval.

चारे की कमी

१०५१. श्री बाजपेयी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान के जोधपुर और बीकानेर डिवीजनों में चारे की भीषण कमी के फलस्वरूप हजारों जानवरों को राज्य से बाहर ले जाना पड़ा है;

(ख) यदि हां, तो अनुमानतः कितने जानवर चले गये हैं;

(ग) क्या राजस्थान सरकार ने उन क्षेत्रों में, जहाँ चारे की कमी है, चारा देने के लिये कोई व्यवस्था की है;

(घ) क्या केन्द्र ने भी इस सम्बन्ध में कोई कदम उठाये हैं;

(ङ) यदि हां, तो उनका व्यौरा क्या है;

(च) क्या यह सच है कि राजस्थान से मध्य प्रदेश जाते हुए बहुत से जानवर मर गये; और

(छ) यदि हां, तो मध्य प्रदेश सरकार ने इस सम्बन्ध में क्या कदम उठाये?

कृषि उपमंत्री (श्री मो० बें० कृष्णप्पा) :

(क) और (ख). मौनसून के न होने के कारण राजस्थान के जोधपुर, बीकानेर, उदयपुर और अजमेर प्रभागों में कमी की हालत हो गई है। ठीक आंकड़े उपलब्ध नहीं हैं, लेकिन अनुमान है कि इस कमी के फलस्वरूप राज्य से लगभग एक लाख पशु बाहर चले गये हैं।

(ग) राजस्थान सरकार ने बाहर जाने वाले पशुओं के रास्ते में चारे के डिपो खोल दिये थे और इन डिपों से मुफ्त चारा दिया गया। वे वर्तमान पशुओं की रक्षा के लिए चारे के डिपों और पशुओं के कैम्प भी खोल रहे हैं।

(घ) और (ङ). केन्द्रीय सरकार केन्द्रीय गोमंथन परिषद् ने उत्तर-प्रदेश, मध्य प्रदेश और पंजाब के पड़ोसी राज्यों से और मूरतगढ़ फार्म से भी तथा केन्द्रीय चारा बैंक, धुलिया में सूखी घास और चारा दिलाने में राज्य सरकार की सहायता की। समन्वेषी नलकूप संगठन ने जैसलमेर और बीकानेर जिलों में मात नलकूपों को बनाया और उनका परीक्षण किया। पानी को खँवने और इकट्ठा करने के प्रबन्ध भव किये जा रहे हैं। इसके अतिरिक्त, प्रधान मंत्री के सहायता कोष से ₹५,००० रुपये का अनुदान स्वीकृत किया गया है।

(च) और (छ). केन्द्रीय या राजस्थान सरकार को कोई भी ऐसी रिपोर्ट नहीं मिली है। मध्य प्रदेश सरकार को लिखा गया है और इसकी सूचना मिलते ही सभा की टेबिल पर रख दी जायेगी। मध्य प्रदेश सरकार ने अपने जिला पशुधन अफसरों को हिदायतें भेज दी हैं कि मध्य प्रदेश

को आने वाले पशुओं को पशु-बिक्रिस्ता की मुविधायें दी जायें और उनके लिए स्थानीय चारागाह देखे जायें या उनको चारा दिया जायें।

Boycott of Goa-Bound Ships of Scindia Steam Navigation Company

1052. { Shri Rajendra Singh:
Shri Rameshwar Tantia:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the All India Port & Dock Workers' Federation had declared to boycott the ships belonging to the Scindia Steam Navigation Company which were carrying goods to Goa;

(b) what are the names of the ships that were carrying goods to Goa; and

(c) what cargo these ships were carrying for the Scindia Steam Navigation Company from India to Goa?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Yes Sir. The All India Port & Dock Workers' Federation threatened to boycott the ships of the Scindia Steam Navigation Company as they were given to understand that two of their vessels had traded with Goa in July 1960. The vessels in question are 'Dunkery Beacon' and 'Crowborough Beacon' which were on charter with the company. In view, however, of explanations furnished to the Federation by the Scindia Company, the boycott has been called off for the present.

(c) According to the explanations furnished by the Scindia Steam Navigation Company, the vessels in question had traded with Goa when they were not under charter with the company. The question of these vessels carrying cargo to Goa for the Scindias, therefore, does not arise.

Rural University in Orissa

1053. Shri K. C. Jena: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Government of Orissa have approached the Central
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Government for sanction of establishing a rural university in that State; and

(b) if so, when and at what stage the matter stands?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The Government of Orissa have approached the Government of India for grant of financial assistance for the establishment of an Agricultural University in that State during the Third Five Year Plan. The question of establishment of Agricultural Universities in the country during the Third Five Year Plan period is still under consideration of the Central Government in consultation with the Planning Commission. After a decision is reached the request of the Government of Orissa for the establishment of an Agricultural University in the State will be considered along with other such requests received from other States.

Passenger Halt at Rajghat, South Eastern Railway

1054. Shri K. C. Jena: Will the Minister of Railways be pleased to state:

(a) whether Government have decided to accede to the repeated requests made by the public for opening a Halt at Rajghat on the South Eastern Railway line between Jaleswar and Amarda Road Railway Stations in the District of Balasore (Orissa) for all passenger trains;

(b) if so, what steps have so far been taken to implement the decision;

(c) whether it is a fact that only passenger trains reaching there at inconvenient hours are allowed to stop there; and

(d) whether it is also a fact that the person appointed for selling the tickets to the passengers on experimental basis hardly remains at Rajghat to perform his duty?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). A contractor operated Train Halt has been opened with effect from

1-10-1960. One of the two sets of passenger trains are now stopping at this Halt and the question of stopping the other pair of trains is under consideration.

(d) A complaint received in this connection is under investigation by the South Eastern Railway.

Amenities for Tourists at Satna Railway Station

1055. { Shri D. C. Sharma:
Shri Khushwaqt Rai:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the tourists have to stay at Satna on way to Khajuraho overnight while going and coming back and there are no proper arrangements for retiring rooms or waiting rooms for the convenience of passengers; and

(b) if so, the steps proposed to be taken in the direction?

The Deputy Minister of Railways

(Shri Shah Nawaz Khan): (a) and (b). It is fact that the tourists have to stay at Satna on their way to Khajuraho and back. Two Upper class waiting rooms, one for Gents and the other for Ladies, and a III Class waiting hall already exist at this station. The above facilities are considered adequate for the present.

Prices of Sugar of Different Grades

1056. Shri Kalika Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the ex-factory prices for Indian sugar of different grades produced during 1960-61 season by all vacuum pan sugar factories situated in U.P., North Bihar, South Bihar, and Punjab fixed by the Central Government under the Essential Commodities Act, 1955;

(b) whether the prices are likely to be revised in accordance with market conditions;

(c) whether the prices are on the high side;

(d) whether protests have been received from the factory owners and consumers; and

(e) if so, whether they are being considered?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) Rs. 37.85 per maund for ISS D-29 grade for factories situated in U.P. and North Bihar, and Rs. 38.35 per maund for factories situated in Punjab and South Bihar with the following price differentials for different grades:

ISS Grade	Per maund nP.	ISS Grade	Per maund nP.	ISS Grade	Per maund nP.
A-29	(+) 175	A-28	(+) 137	A-27	(+) 100
B-29	(+) 112	B-28	(+) 75	B-27	(+) 37
C-29	(+) 37	C-28	..	C-27	(—) 25
D-29	..	D-28	(—) 31	D-27	(—) 56
E-29	(—) 19	E-28	(—) 50	E-27	(—) 75

(b) to (e). No representation appears to have been received from the consumers about prices, but some

representations have been received from the sugar industry which are under consideration.

Bridge over Railway Line near Market Lane, New Delhi

1057. Shri Bibhuti Mishra: Will the Minister of Health be pleased to state:

(a) whether it is a fact that C.P.W.D. has decided to construct a bridge over the Railway line near Market Lane to provide another link between Old Delhi and New Delhi;

(b) if so, when will the work start and when will it be completed; and

(c) what will be the expenditure on it?

The Minister of Health (Shri Karmarkar): (a) No. At present there is no proposal to construct a bridge over the Railway line near Market Lane.

(b) and (c). Do not arise.

Model Plan for Development of Towns and Villages in West Bengal

1058. Shri Muhammad Elias: Will the Minister of Health be pleased to state:

(a) whether the 'model plan' prepared by Government of India for developing villages and towns has been implemented by Government of West Bengal; and

(b) if not, what is the reason therefor?

The Minister of Health (Shri Karmarkar): (a) No such 'model plan', which may be applicable to all parts of the country has been prepared by the Government of India. However, certain model plans are being prepared for towns and villages of specific areas, but no model plan has been prepared in so far as the State of West Bengal is concerned.

(b) Does not arise.

Railway Accident at Padmapukur Station

1059. Shri Muhammad Elias: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a Sainik of R.P.F. was run over by a goods

train on the 20th January, 1961 and died while he was on duty at Padmapukur Station near Shalimar on South-Eastern Railway; and

(b) if so, what was the reason for this accident?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes. On 20-1-1961 one Rakshak of Railway Protection Force Armed Wing Branch of Shalimar was run over by a light engine at Padmapukur station near Shalimar.

(b) Accidental.

Approach Roads and Over-bridges at Asansol

1060. Shri Muhammed Elias: Will the Minister of Railways be pleased to state:

(a) whether the Government of West Bengal has agreed to construct the approach roads provided Government build the over-bridges at Asansol; and

(b) if so, what action has been taken by Government to build these over-bridges?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No, Sir. The provision of a road overbridge in replacement of the existing level crossing on National Highway No. 2 at Asansol has, however, been included by the State Government in their Third Plan proposals. They have not however indicated when they would be able to provide necessary funds to meet their share of the cost of the scheme.

(b) Does not arise.

Payment of Arrears of Local Taxes

1061. Shri Sanganna: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2379 on the 9th September, 1960 in respect of arrears of local taxes demanded by the Notified Area Council at Rayaghada and state the latest position in regard thereto?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): As already explained in reply to Unstarred Question No. 2379 on 8-9-1960 the Railway Administration has been addressed to examine the reasonableness of the quantum of the tax demanded by the Notified Area Council. The actual amount to be paid has to be settled by the Railway Administration with the Notified Area Council. As this is likely to take time, instructions have been issued to the S.E. Railway Administration to make 'on account' provisional payment of an equivalent sum that was being paid as house tax prior to 1-10-1957 pending final settlement.

Power Projects in Orissa

1062. Shri Sanganna: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 877 on the 28th November, 1960 in respect of power projects in Orissa and state:

(a) whether any final decision has since been arrived at; and

(b) if so, with what results?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The Talcher Thermal Power Station Project has been approved by the Advisory Committee on Irrigation, Flood Control and Power Projects and also by the Planning Commission.

As regards Bhimkund Project, the power portion was not included in the proposals of the Government of Orissa for the Third Plan.

The Balimela Project Report is still under examination.

Agmark Ghee

1063. Shri Aurobindo Ghosal: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that 'Agmark' ghee of the Government of India has been found to be adulterated by Calcutta Corporation; and

(b) if so, whether any case has been instituted?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No, Sir. The Calcutta Corporation have found samples taken from two dealers of Agmark ghee, packed in Saurashtra, not conforming to the standards of ghee prescribed for West Bengal State, though these conformed to the standards prescribed for the ghee produced in Saurashtra.

(b) Yes, Sir.

गेहूँ की फसल की हानि
१०६४. श्री बाल्मीकी : क्या साक्ष्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) गत पांच वर्षों में कितने राज्यों में गेहूँ की फसल को गेरुवे से हानि हुई : और

(ख) उस को रोकने के लिये क्या कदम उठाये गये अथवा उठाये जा रहे हैं ?

कृषि मंत्री (डा० पं० शा० देशमुख) : (क) पिछले पांच वर्षों में गेहूँ के गेरुवे रोग से जम्मू और काश्मीर, पंजाब, हिमाचल प्रदेश, दिल्ली, उत्तर प्रदेश, बिहार, उड़ीसा, आसाम, बंगाल, राजस्थान, मध्य प्रदेश, महाराष्ट्र, मौराष्ट्र, आंध्र प्रदेश, मद्रास और मैसूर में गेहूँ की फसलों को नुकसान पहुँचने की रिपोर्ट मिली थी। ये घटनाएँ राज्य से राज्य और वर्ष प्रतिवर्ष भिन्न भिन्न थीं।

(ख) गेरुवा रोग को रोकने का एक सब से अच्छा क्रियात्मक तरीका गेरुवा विरोधक गेहूँ के किस्मों की खेती करना है। भारतीय कृषि अनुसन्धान संस्था, नई दिल्ली और कुछ राज्यों के कृषि विभागों ने जैसे महाराष्ट्र, मध्य प्रदेश और पंजाब, गेरुवा विरोधक बहुत सी किस्मों का उत्पादन किया है और साधारण खेती के लिए उन को दिया है।

गेहूँ गेहूँवा नियंत्रण की एक समन्वय योजना के अन्तर्गत गेहूँ उत्पादित राज्यों में गेहूँवा विरोधी गेहूँ के प्रजनन का कार्य चल रहा है ।

Dum Dum Airport

1065. { Shri Muhammed Elias:
Shri Aurobindo Ghosal:
Shri Assar:

Will the Minister of Transport and Communications be pleased to state:

(a) how far the work of modernisation of Dum Dum Airport including the establishment of up-to-date Radar system has progressed;

(b) whether it is a fact that the work of modernisation has been stopped; and

(c) if so, the reasons therefor?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) A scheme for the improvement of Dum Dum Airport in order to make it fit for operations by jet aircraft has been approved and various development works are in progress. It has also been provided with Instrument Landing System, Aerodrome Control Radar and Very High Frequency Omni-directional Radio Range by way of modern navigation and approach aids. The airport is inter-linked with Bangkok, Rangoon, Karachi and Bombay by radio-teletype circuits, and with Delhi by a Landline tele-type circuit.

(b) No, Sir. Modernisation is a continuous process and adequate provision is being made for the development of the Dum Dum airport during the Third Plan Period.

(c) Does not arise.

Non-Availability of Wagons for Transport of Rice

1066. Shri Tridib Kumar Chaudhuri: Will the Minister of Railways be pleased to state:

(a) whether his attention has been drawn to the complaints of wholesale

dealers of rice like the Ramkrishanpur Rice Dealers' Association at Ramkrishanpur, Howrah about the non-availability of wagons for the transport of rice from the adjacent surplus district of Midnapur since the last week of December, 1960; and

(b) what steps, if any, have been taken by Government to remove such bottle-necks of transport of rice and other foodgrains by private trade?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No specific complaints have been received but an article appeared in the 'Ananda Bazar Patrika' dated 2nd February, 1961.

(b) Every effort is made to meet the demands of the trade satisfactorily after giving due consideration to other traffic enjoying higher priority. From December '60 to 10th February '61 a total of 497 wagons were loaded with rice and paddy from stations on Midnapur district to Ram Krishnapur leaving an outstanding of only 13 wagons as on 10.2.61.

Disparity in the Rate of Electricity Supplied from D. V. C.

1067. Shri Tridib Kumar Chaudhuri: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the attention of Government has been drawn to the disparity in the rates at which electricity is sold to consumers in West Bengal and Bihar by the State Electricity Boards of the respective States although both obtain power from the Damodar Valley Corporation; and

(b) whether there is any corresponding disparity in the rates of electricity sold to either State by the Damodar Valley Corporation?

The Deputy Minister of Irrigation and Power (Shri Nathi): (a) Government are aware of the difference in the rates of supply of electricity by the West Bengal and Bihar State Electricity Boards.

(b) The reply is in the negative.

Bridges on National Highway No. 29

1068. **Shri Kalika Singh:** Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1896 on the 28th April, 1960 regarding bridges on National Highway No. 29 Varanasi-Gorakhpur Road and state the stages at which the construction of bridges or implementation of schemes for construction have reached in each case separately?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (i) *Bridge over River Gomti at Mohanaghat.*—For the present a ferry service will be provided. Estimates for the bridge proper and also for ferry service are under examination but the work for the bridge may have to be postponed to 4th Five Year Plan.

(ii) *Bridge over River Tons at Mau.*—The overall physical progress upto the end of January 1961 is 35 per cent. The work is likely to be completed by the end of the year 1962.

(iii) *Bridge over River Ghogra at Dohrighat.*—The estimate for the pontoon bridge has been returned to the State Chief Engineer for modification. Two alternative proposals for the main bridge project are also under examination, but it may not be possible to include the work in the projects for 3rd Five Year Plan due to paucity of funds.

Commonwealth Sugar Agreement

1069. **Shri Kalika Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) what is meant by Negotiated Price Quotas in the Commonwealth Sugar Agreement and what are the particular Price Quotas of the exporting territories for the year 1960; and

(b) the reasons for India not being a party to this Agreement?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) As defined in the Commonwealth

Sugar Agreement, Negotiated Price Quota means the quantity of sugar agreed by each Exporting Territory as the maximum annual quantity of exports from the said Exporting Territory to which the negotiated price applies. The Basic Negotiated Price quotas, for 1960, as published in the Sugar Year Book 1959, issued by the International Sugar Council, were as under:

Australia	3,16,500
South Africa	1,58,250
British West Indies (including British Guiana)	6,76,308
British Honduras	18,990
Mauritius	3,53,425
Fiji	1,26,600
East Africa	5,275

(b) The Commonwealth Sugar Agreement is based on general understandings reached during discussions in 1949 and 1950 between U.K. Government and the exporting interests only in some of the Commonwealth Countries like the Queensland Sugar Board, the South African Sugar Association, the British West Indies Sugar Association (Inc.), the Mauritius Sugar Syndicate, the Colonial Sugar Refining Co. Ltd., Fiji, on behalf of the sugar industries and exporters in those countries. India was not an exporter of sugar at the time and was not associated with these discussions. The agreement has no clause enabling the other Commonwealth Countries to join the same.

Protein from Leaves

1070. **Shri P. K. Deo:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Dr. N. W. Pirie, a bio-chemist from Britain who visited India recently, has developed a process of extracting edible protein from leaves; and

(b) if so, what is that process and whether similar attempt is being

made in this country to extract protein from leaves?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) Yes.

(b) Dr. N. W. Pirie's process is briefly as follows:

Fresh green leaves are pulped, and the juice is pressed out and strained to remove residual fibre; the material is then heated to 80°C and the coagulated protein if filtered off, resuspended in water, and filtered off again. This washing process can be repeated if the original leaf was strongly flavoured. The final product is a dark green cake with little or no smell or taste. It contains 60 per cent. of water—i.e. it has the consistency of cheese or yeast—and keep at room temperature for a week or so, but then slowly grows mould. It keeps indefinitely in deep-freeze and can be canned. Direct drying in an oven or air stream generally gives a rather hard granular product; this hardening can be avoided by drying in the presence of flour or some other materials or by freeze-drying.

Work was undertaken in India for the recovery of protein from leaves as early as 1943 by Dr. B. C. Guha and his co-workers. A simple domestic method of extraction of protein from green leaves has been developed by them at the Department of Applied Chemistry, Calcutta University. This consists of macerating green leaves with 2 per cent. sodium carbonate solution, straining the material through cloth, slightly acidifying the extract with lemon or tamarind juice, and warming, when the protein material is precipitated. This protein precipitate when filtered through cloth gives a green material with leafy flavour, which could be decolorised, if necessary, by extraction with alcohol.

In order to study the process of extraction of protein from green vegetation as well as to undertake experimental pilot projects in this direction Dr. N. W. Pirie was invited to India for a period of six weeks,

and he is now in the country. It is proposed to explore this line of development during the Third Five Year Plan period.

परिवार नियोजन कार्यक्रम

१०७१. श्री प्रकाशचर शास्त्री :

क्या स्वास्थ्य मंत्री ६ दिसम्बर, १९६० के तारंकित प्रश्न संख्या ७२४ के उत्तर के संबन्ध में यह बताने की कृपा करेंगे कि :

(क) दूसरी पंचवर्षीय योजना में परिवार नियोजन कार्यक्रम पर कितना धन खर्च किया गया और इस प्रयोजन के लिये किनने केन्द्र खोले गये ;

(ख) क्या परिवार नियोजन के लिये कोई सकल शीर्षाध तैयार की गई है और यदि हां, तो उस के प्रयोग और वितरण के लिये क्या व्यवस्था की गई है ; और

(ग) क्या इस प्रयोजन के लिये तृतीय पंचवर्षीय योजना में धन राशि और साधन बढ़ाने का विचार है ?

स्वास्थ्य मंत्री (श्री कर्मरकर) :

(क) परिवार नियोजन कार्यक्रम के लिये दूसरी पंचवर्षीय योजना में १९४६-६० तक १३७.४५ लाख रुपये की एक राशि स्वीकृत की गई । १९६० में परिवार नियोजन पर किये गये व्यय के बारे में निश्चय सूचना अभी उपलब्ध नहीं है । दिसम्बर, १९६० तक १८६२ स्थायी परिवार नियोजन निदान-शाला खोली गई और देश के १४६८ जिल्ले और स्वास्थ्य केन्द्रों में परिवार नियोजन पर मलाह उपलब्ध थी ।

(ख) मुख द्वारा लिये जाने वाले गर्भ निरोधक अभी इस अवस्था में नहीं पहुँचे हैं कि भारत में उन के प्रयोग की विका-रिज की जाय ।

(ग) परिवार नियोजन के लिये तृतीय पंचवर्षीय योजना में २५ करोड़ रुपये की अस्थायी व्यवस्था की गई है ।

P. & T. Employees

1072. Shri S. M. Banerjee: Will the Minister of Transport and Communications be pleased to state:

(a) the number of P. & T. employees whose increments have been stopped as a result of disciplinary action for participation in the strike;

(b) the number of those downgraded;

(c) whether it is a fact that some of the employees have suffered about Rs. 25 to Rs. 80 p.m. financially; and

(d) if so, whether Government propose to review such cases?

The Minister of Transport and Communications (Dr. P. Subbarayan): According to the information received so far:

(a) 4012.

(b) (i) Reduced to lower stage in time scale—1398.

(ii) Reduced to lower post—131.

(c) May be.

(d) Such cases are being reviewed on completion of disciplinary proceedings.

New Railway Station at Raxaul

1073. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether a new railway station has been built at Raxaul on the North Eastern Railway;

(b) if so, at what cost;

(c) whether it has been modelled on the architectural design of Pashupatinath temple at Kathmandu; and

(d) if so, the significance behind this design of the station building?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). No new building has been constructed at Raxaul station, but the existing building at this station has been remodelled. The estimated cost of remodelling amounts to Rs. 1.62 lakhs.

(c) and (d). The facade of the main entrance to the concourse of the station has been modelled after the architectural features of Pashupatinath temple. This has been done in view of the importance of Raxaul station as the meeting place of all pilgrims who visit this temple in Nepal especially at the time of the festival held every year during Sheoratri.

Kundah Hydro-Electric Project

**1074. { Shri P. C. Borooah:
Sardar Iqbal Singh:**

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 2272 on the 22nd December, 1960 and state:

(a) whether a final agreement has since been reached with the Government of Canada for collaboration in the third and the final stage of the Kundah Hydro-electric Project;

(b) if so, how much of assistance is expected from Canada; and

(c) in what form?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The reply is in the affirmative.

(b) Dollars 22.2 million on account of foreign exchange component. In addition, assistance to the equivalent of dollars 25 million would be made available from the sale of Canadian commodities previously provided to India, to meet the major portion of the rupee expenditure on the project.

(c) The complete plant and equipment etc., required to be imported, will be supplied by Canada.

Kundah Power House

1075. Shri P. C. Borooah: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Kundah Power House No. 2 has been completed and inaugurated;

(b) if so, what is the production capacity of this power house;

(c) at what cost has it been completed; and

(d) how were the costs shared between India and Canada?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). Kundah Power House No. 2 has been commissioned and inaugurated, with two generating sets of 35 MW each. The third set of 35 MW is expected to be commissioned shortly and the fourth unit of 35 MW in 1961-62.

(c) The estimated cost of the Project covering Stage I (Power House No. 1—40MW) and Stage II (Power House No. 2—140MW) is Rs. 35.44 crores.

(d) The foreign exchange component of Rs. 12.5 crores for the two stages, is being met by Canadian Aid.

W.H.O. Programmes

1076. Shri P. C. Borooah: Will the Minister of Health be pleased to state:

(a) to what extent India contributed to the World Health Organisation's programmes, during 1956, 1959 and 1960 and in what form;

(b) what help was received by India from the Organisation in the form of (i) equipment, (ii) medicines and (iii) funds, if any during 1960;

(c) what aid is proposed to be given and received through the W.H.O. in 1961; and

(d) eradication of what diseases was in particular envisaged under the Schemes referred to in parts (b) and (c) above?

The Minister of Health (Shri Karmarkar): (a) The World Health Organisation is not running any health programmes of their own. They assist the national programmes by providing fellowships for Indian medical and ancillary personnel, expert technical advisers, field workers to give training and guidance, and also a small amount of equipment and supplies connected with the projects which they assist. The expenses of the W.H.O. are apportioned among member-countries in accordance with a scale fixed by the World Health Assembly. The contribution of the Government of India to the Regular budget of the World Health Organisation during the years 1958, 1959 and 1960 is as follows:

Year	U.S.\$	Rs. Approx.
1958	402,860	19,18,190
1959	407,920	19,42,476
1960	382,210	18,20,047
TOTAL	1,192,990	56,80,713

(b) The total value of the aid given by the World Health Organisation to India during 1960 under different funds is as under:

Funds	Amount in U.S.\$	Amount in Rs. Approx.
Regular	438,940	20,90,190
Technical Assistance	539,496	25,69,028
Malaria Eradication Special Account	315,434	15,02,066
TOTAL	1,293,870	61,61,284

The break-up of the expenditure under the heads (i) equipment, (ii) medicines, and (iii) funds is not available.

(c) Total aid proposed by the World Health Organisation during 1961 under different funds is as follows:

Funds	Amount in U.S.\$	Amount in Rs. Approx.
Regular .	458,912	21,85,295
Technical Assistance .	452,252	21,53,580
Malaria Eradication Special Account .	260,922	12,42,485
TOTAL	1,172,086	55,81,360

(d) Tuberculosis, Malaria and Leprosy.

Mattewara Gosadan, Punjab

1077. **Shri Assar:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that nearly 200 or more cows died last week in Mattewara Gosadan in Punjab;

(b) if so, whether Government have made any inquiry about the reasons of this incident; and

(c) if so, the details thereof and the action taken against those responsible?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) to (c). The Gosadan is under the control of the State Government who deputed their Director of Animal Husbandry, to investigate into the matter. According to his report, 82 heads of cattle died in the gosadan due to unusual heavy rains and cold spell in January, 1961. As the mortality was due to natural calamity, no departmental official could be held responsible.

Water Works Scheme, Hospet

1078. { **Shri Agadi:**
Shri Wodeyar:

Will the Minister of Health be pleased to state:

(a) whether loan or aid has been sanctioned for the Water Works Scheme of Hospet, Bellary District, Mysore State; and

(b) if so, what is the amount sanctioned and when?

The Minister of Health (Shri Karmarkar): (a) and (b). The Water Works Scheme of Hospet, Bellary District, Mysore State, has been approved under the National Water Supply and Sanitation Programme at an estimated cost of Rs. 27.03 lakhs on the 21st January, 1961. The Government of Mysore have been paid loan assistance to the extent of Rs. 267.228 lakhs during the 1st four years of the Second Five Year Plan for their Water Supply and Sanitation Schemes approved under the above programme. The State Government is free to utilise the amount on any of the approved schemes. The State Government have not yet released any loan for the Water Works Scheme of Hospet.

Central Arid Zone Research Institute, Jodhpur

1079. { **Shri Inder J. Malhotra:**
Shri Bahadur Singh:
Shri Nek Ram Negi:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 418 on the 16th August, 1960 and state:

(a) what further progress has been made in planning the research projects to be undertaken at the Central Arid Zone Research Institute, Jodhpur; and

(b) whether any of the projects has already been undertaken?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The Central Arid Zone Research Institute, Jodhpur, has been planned to include

the following five divisions with the objectives indicated against each:—

Division I (for Basic Resources Studies):

To obtain a comprehensive knowledge and understanding of different land systems in arid and semi-arid regions in specific technical aspects concerning Geology, Geomorphology, Plant Ecology, Pedology, Climatology and Hydrology.

Division II (for Resources Utilisation Studies):

To undertake research on problems concerning reclamation, utilization, management and maintenance and improvement of resources in various fields such as pasture research, crop agronomy and silviculture.

Division III (for external liaison in fields of Physical and Chemical Engineering):

To effect liaison with other national laboratories/institutes in the field of physical and chemical engineering relating to utilization of wind power, solar energy, the desalination of brackish water and the production of gas from fermented dung.

Division IV (for Human Factor Studies):

To collect data concerning social and economic aspects such as domestic economy, sources of income and habits of people with particular reference to settlement of nomads and raising standards of living of settled farmers by introduction of improved techniques.

Division V (for Special Animal Studies):

To study problems of wild animals, insects and rodents which destroy vegetation and of animal nutrition, animal nutrition, animal ecology, physiology, zoology, entomology in the arid and semi-arid areas.

Besides this, there will be five sub-stations in semi-arid regions in various parts of the country—two to be set up in 1961-62, two in 1962-63 and one 1963-64.

2. The projects have already been undertaken in Divisions I, II and IV.

Division I is partly staffed and Divisions II & IV are fully staffed. The work in Division III has also started. Division V is expected to start as soon as the officers are appointed for which steps have already been taken. Recruitment of the staff to the divisions is made according to a phased programme.

हिन्दी पत्र

१०८०. श्री प्रकाशवीर शास्त्री : क्या सामुदायिक विकास तथा सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वर्ष १९५५ के दौरान में गृह कार्य मंत्रालय ने आदेश दिया था कि जिन राज्य सरकारों ने हिन्दी को अपनी राजभाषा स्वीकार कर लिया है उन्हें अंग्रेजी में लिखे जाने वाले पत्रों के साथ उनका हिन्दी अनुवाद भी भेजा जाये ;

(ख) यदि हां, तो उन राज्यों को अंग्रेजी में लिखे जाने वाले पत्रों के साथ उनका हिन्दी अनुवाद न भेजने के क्या कारण हैं ; और

(ग) यह सुनिश्चित करने के लिये क्या कार्यवाही की जा रही है कि गृह-कार्य मंत्रालय के उपरोक्त आदेश का ठीक से पालन किया जाये ;

सामुदायिक विकास तथा सहकार उपमंत्री (श्री ब० ल० मूति) : (क) जी हां । इन आदेशों के अनुसार जिन राज्य सरकारों ने हिन्दी को अपनी राज भाषा बना लिया है उन्हें अंग्रेजी में लिखे गए सभी पत्रों के साथ, यदि सम्भव हो, तो उन के हिन्दी अनुवाद भी जाने चाहिए ।

(ख) अंग्रेजी पत्रों के हिन्दी अनुवाद भेजने के लिये वर्तमान प्रबन्ध पर्याप्त नहीं है ।

(ग) जैसे जैसे राष्ट्रपति के आदेश विनांक २७-४-१९६० (गजट आफ इंडिया विनांक ७-५-६० में प्रकाशित) में विचारित किए गए, विभिन्न प्रारम्भिक उपाय, जो अपना लिए गए हैं, तथा

समय अधिक प्रभावशाली बनते जाएंगे
वैसे वैसे हिन्दी का प्रयोग बढ़ता जाएगा।

हिन्दी में प्रशिक्षण

१०८१. श्री प्रकाशवीर शास्त्री : क्या
सामुदायिक विकास तथा सहकार मंत्री यह
बताने की कृपा करेंगे कि :

(क) खण्ड स्तर सहकारिता प्रशिक्षण
केन्द्र, कोटा में हिन्दी में प्रशिक्षण देने के लिये
जो हिन्दी अनुभाग खोलने का विचार था
क्या वह खोल दिया गया है; और

(ख) यदि नहीं, तो इसमें देर लगने के
क्या कारण हैं ?

सामुदायिक विकास तथा सहकार उपमंत्री
(श्री ब० सु० मूलि) : (क) खण्ड स्तर
सहकारिता प्रशिक्षण केन्द्र, कोटा में अलग
हिन्दी अनुभाग प्रारम्भ नहीं किया गया है।

(ख) राजस्थान के कुछ प्रशिक्षणार्थियों
द्वारा अंग्रेजी में प्रशिक्षण न समझ सकने के
कारण हिन्दी अनुभाग प्रारम्भ करने का विचार
था। क्योंकि पर्याप्त सख्या में प्रशिक्षणार्थियों
ने हिन्दी के माध्यम से पढ़ाने के लिए इच्छा
प्रकट नहीं की अतः एक अलग कक्षा प्रारम्भ
न की जा सकी। फिर भी सहकारिता तथा अन्य
विषयों को हिन्दी के माध्यम से पढ़ा सकने वाले
एक लक्चरार की नियुक्ति ५-११-१९५६ से
विशेष रूप से कर दी गई है। लक्चरार और
प्रशिक्षणार्थी प्रायः के पाठ सम्बन्धी प्रश्नोत्तर
व चर्चा अंग्रेजी के साथ-साथ हिन्दी में भी
खुले रूप में करते हैं।

हिन्दी में तार भेजने का समय

१०८२. श्री प्रकाशवीर शास्त्री : क्या
परिवहन तथा संचार मंत्री यह बताने की
कृपा करेंगे कि :

(क) दिल्ली में जिन तारघरों में हिन्दी
में तार भेजने की व्यवस्था है क्या वहां हिन्दी
में तार भेजने के लिये बही समय निश्चित है
जो अंग्रेजी में तार भेजने के लिये है;

(ख) यदि नहीं, तो इसके क्या कारण
हैं; और

(ग) इस अन्तर को दूर करने के लिये
क्या किया जा रहा है ?

परिवहन तथा संचार मंत्रालय में राज्य
मंत्री (श्री राज बहादुर) : (क) जी हां।

(घ) तथा (ग) प्रश्न ही नहीं उठने।

P. & T. Quarters in Gole Market area in New Delhi

1083. Shri Manay: Will the Minister
of Transport and Communications be
pleased to state:

(a) whether it is a fact that the
P. & T. quarters in the Gole Market
area, New Delhi are in bad condition
requiring prompt attention by the
Central Public Works Department; and

(b) if so, what steps Government
propose to take to improve the condi-
tion of these quarters?

The Minister of Transport and
Communications (Dr. P. Subbarayan):

(a) Yes.

(b) These quarters are old and are
reported to have outlived their life.
Many of the quarters require re-floor-
ing of the rooms and verandahs and
re-plastering of the walls. Special
repairs to the minimum necessary
extent are being taken up, pending
demolition of these quarters and
construction of multi-storeyed
quarters at the sites, which has been
decided upon in November, 1960.
Day-to-day attention to complaints is
also being paid.

Recovery of Insurance Fee on certain insured covers

1084. Shri Manay: Will the Minister
of Transport and Communications be
pleased to state:

(a) whether it is a fact that certain
insured covers accepted from certain
banks in New Delhi in 1960 and book-

ed at the Raisina Road Post Office were found to contain greater value of currency notes than the value declared by the bank authorities;

(b) whether insurance fee was levied only on the declared value which was less than the real value; and

(c) if so, what is the action taken or proposed to be taken in the matter?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Yes, Sir.

(b) The answer is in the affirmative.

(c) Under the existing Rules no action can be taken. The question of amending the Rules had been considered in the past and is again under consideration.

Telephone Connections

1085. Shri Manay: Will the Minister of Transport and Communications be pleased to state:

(a) the number of telephones still being maintained in the names of defunct organizations in Delhi; and

(b) the steps Government propose to take to withdraw the telephones standing in the names of defunct organizations in Delhi and to allot the same to live organisations?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) The Telephone Department does not maintain this information nor is this necessary.

(b) If it comes to the notice of the department necessary action will be taken.

डोंडा डीह स्टेशन के निकट भूमि का अध्रजन

१०८६. श्री सरजू पाण्डेय: क्या रेलवे मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या इनाहाबाद-कटिहार (मीटर गेज) सेक्शन पर म्यिन डोंडा डीह स्टेशन के

निकट ईंटें बनाने के लिये जो भूमि अर्जित की गई थी वह खाली पड़ी है;

(ख) क्या उन जमीनों के मालिकों ने अपनी जमीन की वापसी के लिये कोई ग्रन्था-वेदन विभाग को दिया है; और

(ग) यदि हां, तो उस पर क्या कार्यवाही की गई है ?

रेलवे उपमंत्री (श्री शाहनवाज खां):

(क) जी नहीं। डोंडा डीह स्टेशन पर अभी हाल में जो जमीन ली गयी है उसे ईंटें बनाने के काम में लाया जा रहा है।

(ख) इस तरह की कोई अर्जी नहीं मिली है।

(ग) सवाल नहीं उठता। लेकिन ईंटें बनाने के लिए ली गयी उन पुरानी जमीनों को छोड़ देने के सवाल पर रेलवे विचार कर रही है जहां अब ईंटें नहीं बनायी जा सकती, क्योंकि वहां ईंटों के लायक मिट्टी खत्म हो गयी है।

Flag Station at Kalyanpur

1087. Shri B. N. Kureel: Will the Minister of Railways be pleased to state:

(a) whether Government have decided to open a Flag Station at Kalyanpur in between Lachhmanpur and Unchahar Railway Stations in district Rae Bareilly (U.P.); and

(b) if so, the progress made so far in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Estimates for the work have been sanctioned and acquisition of land required is in progress.

D.V.C. Canal

1088. Shri Subiman Ghose: Will the Minister of Irrigation and Power be pleased to state:

(a) what kinds of boats will ply in D.V.C. canal when it will come into operation;

(b) what is the breadth of the canal near each lockgate through which the boats will pass;

(c) whether the breadth is uniform near every lockgate; and

(d) how many lockgates are there in the navigable canal from Durgapur to end of it?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Boats up to a size of 100'x17' with a draught up to six feet can ply.

(b) and (c). The locks have been so designed as to permit two 200/250 ton capacity barges being taken from upstream to the down stream and vice versa in one operation. The clear inside dimension of the lock chamber is 286' in length by 20' in width.

(d) 22.

Wireless in Laccadive Islands

1089. Shri Nallakoya: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that considerable difficulty is being experienced for want of wireless in some of the Laccadive, Amindivi Group of Islands; and

(b) if so, what steps have been taken to install wireless in the Islands expeditiously?

The Minister of Transport and Communications (Dr. P. Subbarayan):

(a) Yes.

(b) Wireless Stations have been opened in Minicoy Amindivi, And-

roth and Kavarthi islands, and equipments are being obtained for opening the wireless stations in Kalpeni, Agathy, Kiltan and Chetlat islands.

Telephone Operators on Northern Railway at Delhi

**1090. { Shri Bahadur Singh:
Shri A. M. Tariq:
Shri Inder J. Malhotra:**

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2271 on the 22nd December, 1960 and state:

(a) what is the total number of Telephone Operators on Northern Railway at Delhi only;

(b) how many of them have been given the benefit of upgarding scheme announced in February, 1957;

(c) how many Telephone Operators are due for promotion in higher grade in clerical cadre as a result of the upgrading in terms of para 12 of the scheme;

(d) how many Telephone Operators have actually been promoted in higher grades up till now;

(e) whether it is a fact that lien of all Telephone Operators in Delhi has been fixed in the clerical cadre; and

(f) if so, from which dates they are due for promotion in higher scales as a result of upgrading scheme?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 16.

(b) They have all been given the special pay applicable to Clerks working in telephone exchanges.

(c) 9.

(d) Nil.

(e) Yes.

(f) From the dates they take actual charge of the higher posts.

Water Supply in Kharagpur-Neimpura Railway Settlement

1091. Shrimati Renu Chakravartty: Will the Minister of Railways be pleased to state:

(a) what steps are being taken to alleviate the acute scarcity of water at Kharagpur-Neimpura Railway Settlement; and

(b) whether any part of the funds allocated under the Second Five Year Plan for augmentation of water supply in Railway colonies has been used for Neimpura Railway Settlement?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). A sum of Rs. 13,45,385 has been allocated for water supply scheme at Kharagpur for railway settlement including Neimpura railway colony during the Second Five Year Plan Period. Major part of the work has been completed and the rest is expected to be completed by June 1961.

P.&T. Office at Bhavnagar

1092. Shri Yajnik: Will the Minister of Transport and Communications be pleased to state:

(a) the amount of money paid by the Government to the Congress authorities at Bhavnagar as rent for the plot of land secured by them for setting up their office near the Congress Pandal; and

(b) the amount of profit or loss sustained by Government due to the setting up of the office?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) Rs. 1350 for rent of land and structures.

(b) All the three services, Postal, Telegraph and Telephone provided from the new office set up near the Congress Pandal have resulted in profits. It is not practicable to work out exact figures but the profits are estimated to be more than Rs. 3,000.

Special Railway Office at Bhavnagar

1093. Shri Yajnik: Will the Minister of Railways be pleased to state:

(a) the amount of money paid by the Railways for securing a plot of land from the Congress authorities for setting up their office near the Congress Pandal at Bhavnagar;

(b) the other expenses incurred by Government for setting up the office; and

(c) the profit or loss incurred by Government due to the setting up of special office for the benefit of the visitors?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Rs. 750.

(b) Rs. 1300 approximately for providing temporary enquiry, booking and reservation offices near the Congress camp at Sardarnagar.

(c) As the provision of facilities at Sardarnagar Congress camp forms a part of the facilities that were provided in connection with the additional traffic for the Congress session, it is not possible to assess separately profit or loss in this case.

Water Supply Schemes from Major Municipal Corporations

1094. Sardar Iqbal Singh: Will the Minister of Health be pleased to state:

(a) whether the schemes for water supply and sanitation at the cost of rupees fifteen crores were received from major Municipal Corporations of the country;

(b) if so, the details of these schemes; and

(c) whether Government have considered those schemes?

The Minister of Health (Shri Kar-markar): (a) and (b). A statement containing the required information is laid on the Table. [See Appendix II, annexure No. 48]. The total estimated cost of the water supply and sanitation schemes proposed by the various corporations during the

Second Five Year Plan was about Rs. 13.78 crores.

(c) Yes.

V.M. Hospital, Agartala

1095. Shri Bangshi Thakur: Will the Minister of Health be pleased to state:

(a) whether the approval of the Chief Architect, Govt. Government of India, has been asked and got for a new building which is under construction just in front and within the compound of the V.M. Hospital, Agartala, Tripura; and

(b) if not, how the construction work is going on?

The Minister of Health (Shri Karmarkar): (a) and (b). A building for the Chest Clinic in front of the existing V.M. Hospital, Agartala, is under construction. The plans and location of the building were finalised by the Senior Architect in the Directorate General of Health Services in consultation with the local Engineering Officer and the Adviser in Tuberculosis in the Directorate General of Health Services.

Ticketless Travel on Northern Railway

1096. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) the number of people detected travelling without tickets on the Northern Railway during 1960-61 so far;

(b) the action taken against them; and

(c) the total amount of money realised from them as fines?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 15,02,504 during the period from 1st April 1960 to 31st January 1961.

(b) 18,152 were prosecuted as they could not pay the fare and excess charge on demand or were found

travelling with intent to defraud the Railways.

(c) Rs. 1,34,342.

Flag Station between Bazpur and Gularbhoj Stations

1097. Ch. Ranbir Singh: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to open a Flag Station between Bazpur and Gularbhoj Stations on Moradabad-Lalkuan Section of the North-Eastern Zone; and

(b) if so, when it is likely to be opened?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). A proposal to open a Railway station between Bazpur and Gularbhoj stations is under the examination of North-Eastern Railway.

Flag Station between Rohtak and Makrauli Stations

1098. Ch. Ranbir Singh: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to open a Flag Station between Rohtak and Makrauli stations on Rohtak-Gohana branch line of Northern Railway;

(b) whether it is also a fact that a temporary stop was opened at the proposed site during the September, 1960 floods; and

(c) if so, when the Flag Station is likely to be sanctioned as a permanent stop?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) Yes.

(c) The need for permanent retention of Halt opened during the floods was examined by the Northern Railway but was not accepted as it lacked adequate justification.

Flag Station between Safidon and Budha Khera Stations

1099. Ch. Ranbir Singh: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal to open a Flag Station between Safidon and Budha Khera stations on the branch line of Jind-Panipat of Northern Zone; and

(b) if so, when it is likely to start functioning?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). It is proposed to open a contractor-operated Train Halt between Safidon and Budha Khera stations. As the requisite land acquisition proceedings are in progress, it is not possible at this stage to say when the Halt will start functioning.

New Bridges in U.P.

1100. Shri Radha Mohan Singh: Will the Minister of Railways be pleased to state:

(a) whether any Railway bridge is going to be constructed in Uttar Pradesh during the Third Five Year Plan; and

(b) if so, where and at what cost?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) It is presumed that the Honourable Member is referring to a bridge across the Ganga. Within the allotment of funds for the Railways' Third Five Year Plan, it is not possible to provide for any new bridge across the Ganga.

(b) Does not arise.

Dredging of River Pagladia and Brahmaputra

1101. Shri Hem Barua: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Government of Assam have asked for technical help from the Centre regarding dredging

of river Pagladia in Kamrup as also the Brahmaputra at some places; and

(b) if so, whether any help is given as asked for?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) Does not arise.

Co-operative Printing Presses

1102. { Shri Osman Ali Khan:
Shri Rami Reddy:

Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether Government have circulated to State Governments a scheme for the development of co-operative printing presses in the country;

(b) if so, whether Government have received the States' reactions to the scheme; and

(c) whether a decision has been taken thereon?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) Yes, Sir.

(b) So far replies have been received from three State Governments and four Union Administrations. Replies from state governments are of an interim nature except in the case of one state which considers the scheme practical and workable. The replies from union administrations indicate that there is little scope for the implementation of the scheme in those territories.

(c) No, Sir.

Socio-Economic Development of under-Privileged People

1103. Shri Kumbhar: Will the Minister of Community Development and Cooperation be pleased to refer to the discussion held on 21st December,

1960 at New Delhi between the Members of Parliament and Ministry of Community Development and Co-operation for the socio-economic development of the underprivileged people of the country under the Community Development Schemes, and state:

(a) the nature of the schemes prepared by the Ministry on the suggestions made by the Members of Parliament; and

(b) if not, the reasons thereof?

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): (a) The suggestions made by M.Ps have been referred to the Study Group on the welfare of the weaker sections of the community under the Chairmanship of Shri J. P. Narain for detailed consideration.

(b) The report of the Study Group is awaited.

Flood Control in Jammu and Kashmir

1104. Shaikh Mohammad Akbar: Will the Minister of Irrigation and Power be pleased to state the total amount of loan and grant asked by the Government of Jammu & Kashmir for flood control schemes during 1961-62?

The Deputy Minister of Irrigation and Power (Shri Hathi): According to the Third Plan proposals of Jammu and Kashmir, the State Government had asked for a central loan assistance to the extent of Rs. 204.35 lakhs for flood control schemes during 1961-62.

Central Assistance to States for Food Production

1105. Shaikh Mohammad Akbar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether rules governing the grant of Central assistance to States for Food production schemes have been amended and made liberal so that the demands of State during

the Third Five Year Plan are met as liberally as possible; and

(b) if so, the details thereof?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b). The rules for the grant of financial assistance to States in the Third Five Year Plan have not yet been finalised. It is, therefore, not possible at this stage either to furnish the details or to say whether Central assistance in the Third Plan will be more liberal or not.

Arrears of Pay and Increments in New Pay Scales

1106. Shri Kumbhar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that most of the employees of the South Eastern Railway have not received their arrears and increments in new pay scales according to the recommendations of the Pay Commission accepted by the Central Government for the Indian Railways employees;

(b) if so, the number of such unpaid employees and their percentage to the total;

(c) the reasons for the delay in payment; and

(d) the steps taken for prompt payment?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Upto 28-2-1961, out of the staff who had opted for the Authorized Scales, 81 per cent had been paid their monthly salary in the authorized scales and 38 per cent had been paid the arrears for July 1959 onwards; the remainder have yet to be paid.

(c) Delay in payment is mainly due to delay in the exercise of options by staff.

(d) Railway has been authorized to appoint additional staff in order to complete payments at an early date.

12.18 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT ON WORKING OF
COMPANIES ACT

The Minister of Health (Shri Karmarkar): On behalf of Shri Kanungo, I beg to lay on the Table a copy of the Annual Report on the working and administration of the Companies Act, 1956 for the year ended the 31st March, 1960, under Section 638 of the said Act. [Placed in Library, See No. LT-2704[61].]

NOTIFICATIONS ISSUED UNDER AGRICULTURAL PRODUCE (DEVELOPMENT AND WAREHOUSING) CORPORATIONS ACT

The Deputy Minister of Community Development and Co-operation (Shri B. S. Murthy): On behalf of Shri S. K. Dey, I beg to lay on the Table:

- (i) A copy of the Agricultural Produce (Development and Warehousing) Amendment Rules, 1961 published in Notification No. G.S.R. 222 dated the 25th February, 1961, under sub-section (3) of Section 52 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956. [Placed in Library, See No. LT-2705[61].]
- (ii) A copy of each of the following Notifications issued under the Agricultural Produce (Development and Warehousing) Corporations Act, 1956:
 - (a) G.S.R. No. 223 dated the 25th February, 1961.
 - (b) G.S.R. No. 224 dated the 25th February, 1961. [Placed in Library, See No. LT-2706[61].]

12.19 hrs.

[MR DEPUTY-SPEAKER in the Chair]
CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

INDIAN TROOPS FOR CONGO

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): About a month ago, the Secretary-General of the United Nations asked us to send Indian armed forces to the Congo. We informed him in reply that we had not approved of the way in which the United Nations had been functioning in the Congo. We had no desire, therefore, to send our armed forces to the Congo unless the policy of the United Nations was changed and brought more in line with our views on that subject. With the passage of the recent resolution of the Security Council, which was sponsored by the United Arab Republic, Ceylon and Nigeria, the position has changed to some extent and it appears to us that a more correct and more effective policy would now be pursued. This resolution was drafted in consultation with many Afro-Asian powers and we were also consulted. A certain responsibility, therefore, was cast upon us.

The situation in the Congo has been a changing and confusing one and we were reluctant, as we always are, to send our armed forces outside India. We gave careful thought to these matters and communicated our views about the policy to be pursued in the Congo to the United Nations Secretary General. When his reply was received it was considered generally satisfactory. After giving very careful thought to all aspects of the question, we decided to place an army brigade at the disposal of the United Nations for service in the Congo. In doing so, however, we informed the Secretary-General that we did not want our force to come into conflict with the forces of any member country of the United Nations, apart from Congolese and Belgian and other mercenaries engaged in the Congo and further that the brigade should function as a unit by itself and not to be attached to

[Shri Jawaharlal Nehru]

other units. We laid stress on the very early withdrawal of the Belgians who are serving in the Congo as this appeared to be the crux of the problem there. We made it clear also that our troops must not be used in any manner against popular movements in the Congo. The transport arrangements will have to be made by the United Nations.

Shri Hem Barua (Gauhati): On a point of order. This motion was in my name. It was put in the agenda in my name. May I know whether the Prime Minister made a statement of his own or in response to the Calling Attention Notice.

Mr. Deputy-Speaker: He can take it as if it has been made in response to his notice. But as the Prime Minister had to go away, he wanted that to be taken earlier. Therefore, there was no harm.

Shri Hem Barua: May I put a question on the Calling Attention Notice?

Mr. Deputy-Speaker: No questions are allowed on statements.

Shri Hem Barua: Then it is a clarification.

Mr. Deputy-Speaker: Then it would not be in the form of a question.

Shri Hem Barua: Because of the recent report in the press about what has happened to the Sudanese troops there—they have been made vulnerable to the threat of Congolese brigands—may I know whether Government have considered this aspect of things about the safety of our troops from those brigands? May I know when at this particular juncture our frontier itself is threatened what was the meaning in sending a brigade of 3,000 people there?

Mr. Deputy-Speaker: That is exactly what has been explained just now—what was the purpose and why it is being sent.

Shri Asoka Mehta ((Muzaffarpur): While I appreciate and applaud the action taken by the Government, I am not sure of the constitutional position and whether we can send our troops outside our country without parliamentary sanction or Parliament's approval.

Mr. Deputy-Speaker: if he is not sure himself why should he raise it?

Shri Asoka Mehta: I would like to know whether you will give me any guidance on that. This is the first time we are sending combatant troops. I want to know whether that should be done without Parliament's approval. As I said, I appreciate and applaud the action taken.

Mr. Deputy-Speaker: The Government has thought it advisable to do that. Now unless some point is raised before me on which I should decide, how can I give my opinion on that?

Shri H. N. Mukerjee (Calcutta-Central): I quite appreciate that in spite of technical and, perhaps, also constitutional difficulties the Prime Minister has agreed to send his brigade to the Congo. But I wish only—because the Prime Minister is going away for a fortnight—to ask something from him to make sure that in view of what has happened earlier, the egregious failure of the United Nations agency to do its job of restoring the legitimate Government of the Congo and punishing the colonialists and their henchmen, in view of that record, has he made sure that the assurances which the Secretary-General now propose to give in answer to the letter of our representative, Shri C. S. Jha, can really be taken at their face value and that we can put some trust on them? I ask this because of the recent events which have taken place.

Mr. Deputy-Speaker: If the Government have taken a decision those things must have been considered first. I do not think any comments are called for just at this moment.

Shri Tyagi (Dehra Dun): May I know whether the contingent is to be kept together or it is to be broken? Has the Government taken any assurance to that effect? I am asking this question because fighting is going on at Matadi. I would like to know also whether in the matter of emoluments etc. these armed forces will be treated as on field service or not. Will they get their overseas allowance?

Shri Jawaharlal Nehru: I cannot answer this question of field service. I have to enquire about it as I do not know these details. But I have already said they will be treated as a unit under their own commander. Naturally, they will be under the overall command or control of the United Nations Command. Otherwise, they will be under their own command.

Shri Tyagi: I want to know whether the contingent will be kept together or it will be divided into parts. What is required is that they should be kept together.

Shri Jawaharlal Nehru: I cannot answer that question.

Mr. Deputy-Speaker: If they are under the United Nations command, that commander will decide it.

Raja Mahendra Pratap (Mathura): Sir, I only want to express my admiration for the decision of the Prime Minister about sending troops . . .

Mr. Deputy-Speaker: Order, order. This item is over. We will take up the next item.

12:34 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (ORISSA), 1960-61

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): I beg to present a statement showing Supplementary Demands for Grants in respect of the State of Orissa for 1960-61.

12:24½ hrs.

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd March, 1961, agreed without any amendment to the Two-Member Constituencies (Abolition) Bill, 1961, which was passed by the Lok Sabha at its sitting held on the 20th February, 1961."

12:25 hrs.

ELECTION TO COMMITTEE

ADVISORY COUNCIL OF THE DELHI DEVELOPMENT AUTHORITY

The Minister of Health (Shri Kar-markar): I beg to move:

"That in pursuance of clause (h) of sub-section (2) of Section 5 of the Delhi Development Act, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from amongst themselves to serve as a member of the Advisory Council of the Delhi Development Authority vice Shri-mati Sucheta Kripalani resigned from Lok Sabha."

Mr. Deputy-Speaker: The question is:

"That in pursuance of clause (h) of sub-section (2) of Section 5 of the Delhi Development Act, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from amongst themselves to serve as a member of the Advisory Council of the Delhi Development Authority vice Shri-mati Sucheta Kripalani resigned from Lok Sabha."

The motion was adopted.

12.26 hrs.

RAILWAY BUDGET—GENERAL
DISCUSSION—contd.

Mr. Deputy-Speaker: The House will now take up general discussion of the Railway Budget. We have got 2 hours and 10 minutes. How long will the hon. Minister take?

The Minister of Railways (Shri Jagjivan Ram): One hour and fifteen minutes.

Mr. Deputy-Speaker: Shri Prakash Vir Shastri.

श्री प्रकाशवीर शास्त्री (गुड़गांव) : उपाध्यक्ष महोदय, रेलवे बजट पर अपने कुछ सुझाव देने से पूर्व मैं यह आवश्यक समझता हूँ कि एक चर्चा पिछले दिनों में जो पर्याप्त विवाद का विषय बनी रही है उस पर कुछ कहें और कुछ उस बारे में भी आवश्यक सुझाव हूँ। मैं नहीं कह सकता कि किस वातावरण में आकर रेल मंत्री ने इस प्रकार का निश्चय किया था कि पाकिस्तान के दोनों भागों के लिये भारत में से होकर रेल श्रृंखला चालू की जाय। जहाँ तक मेरा अपना सम्बन्ध है मैं निवेदन करना चाहता हूँ कि पाकिस्तान की वर्तमान गतिविधियों को देखते हुए भ्रष्टा यह होगा कि रेल मंत्री जी इस विचार को न केवल स्थगित करें बल्कि अपने मस्तिष्क से सर्वथा ही हटा दें, कारण अब तक यह स्थिति रही है कि पाकिस्तान की नियत भारत के प्रति भ्रष्टा नहीं रही है। भारत सरकार की ओर से जितनी सद्भावना दिखाई जाती रही है, उस सद्भावना का उत्तर पाकिस्तान की ओर से सद्भावना के रूप में नहीं मिला है। भारत सरकार ने सब से पहले नेहरू लियाक़त पैक्ट किया, लेकिन नेहरू लियाक़त पैक्ट का जो परिणाम हुआ उस में पाकिस्तान की ओर से सद्भावना के रूप में उत्तर नहीं आया। उस के पश्चात् फिर जब नेहरू नून पैक्ट हुआ तो उस के ऊपर प्रधान मंत्री

की ओर भारत सरकार की स्थान स्थान पर धारणा भी हुई। लेकिन पाकिस्तान की ओर से उस का उत्तर भी सद्भावना के रूप में नहीं आया। जब सिंधु जल की योजना के सम्बन्ध में नया समझौता हुआ तो उस समझौते के अन्तर्गत भारत सरकार की ओर से ८४ करोड़ रुपये ही पाकिस्तान को नहीं दिये गये बल्कि तीन नदियों का पानी भी दिया गया, लेकिन उस के पश्चात् हमारे प्रधान मंत्री की पीठ पाकिस्तान की ओर से मुड़ी भी नहीं थी, वे भारत पहुँचने भी न पाये थे कि पाकिस्तान के वर्तमान राष्ट्र-पति जनरल अय्यूब ख़ान ने एक जहरीला अपना बक्तव्य कश्मीर के सम्बन्ध में दिया। इन सब स्थितियों को देखते हुए मैं माननीय रेल मंत्री महोदय से निवेदन करना चाहूँगा कि भारत में होकर दोनों पाकिस्तानों के मध्य एक रेल श्रृंखला चलाने का सुझाव अपने मस्तिष्क से वे निकाल दें, पाकिस्तान की स्थिति बिल्कुल उसी प्रकार की है जैसे किसी छोटे से तम्बू में शरण लेने के लिये एक ऊंट आया था। उस ने तम्बू के मालिक से यह कहा था कि मुझे सिर छिपाने के लिये जगह दे दो। उस ने अपनी सद्भावना के अनुरूप कह दिया कि भ्रष्टा बात है, जाड़े का समय है, सिर घन्दर कर लो। धीरे धीरे उस ऊंट ने तम्बू के घन्दर दोनों तरफ़ किये और होने होने अन्त में उस तम्बू के मालिक को उस से बाहर निकलना पड़ा। कहीं ऐसी स्थिति न हो कि आज जो रेल श्रृंखला भारत से पाकिस्तान को मिलने जा रही है उस का दुष्परिणाम हमें भुगतना पड़े और ऐसी भ्रष्टा कठिनाइयाँ आयें, जोकि आज न आप के मस्तिष्क में हैं और न किसी अन्य भारतवासी के मस्तिष्क में हैं। मैं चाहूँगा कि रेल मंत्री श्री जगजीवन राम जी अपने हाथ से ऐसी गांठ लगाकर न आयें जिस को घाने घाने वाली पोटियों को अपने दाँतों से खींचना पड़े। इसलिये बेहतर यही है कि भारत होकर जो रेल श्रृंखला पाकिस्तान को जाने का सुझाव है उस का

त्याग कर दिया जाय ।

दूसरी चीज जो मैं रेल मंत्री महोदय से कहना चाहता हूँ वह यह है कि इस बार उन्होंने ने अपने बजट भाषण में बहुत शिक्षकते शिक्षकते पहली बार रेलों में हिन्दी की प्रगति के सम्बन्ध में चर्चा की है । इस के लिये मैं उन को साधुवाद देना चाहता हूँ । परन्तु साथ ही साथ उन्होंने ने आप ने अपने बजट भाषण में कहा है कि हमारे कुछ इस प्रकार के विभाग हैं जिन के लिये हम ने अपने आदेश दिये हैं कि वहां यदि हिन्दी में पत्र आये तो उन का हिन्दी में ही उत्तर दिया जाय, लेकिन मैं आप की जानकारी के लिये कहना चाहता हूँ कि शायद अभी तक अनिवार्यता के रूप में यह बात वहां भी चालू नहीं हुई है ।

दूसरी बात यह है कि आप हिन्दी को संविधान में राष्ट्रभाषा के रूप में स्वीकार कर चुके हैं और उस को स्वीकार करते समय आप की यह पवित्र मनोवृत्ति थी कि १५ वर्ष के अन्दर हम हिन्दी को इतना ऊंचा रूप दे देंगे । मेरा निवेदन है कि कम से कम कुछ इस प्रकार के जो नियत फार्म हैं कि जिन की भाषा कभी नहीं बदलती, उन के आदेश कभी नहीं बदलते, अगर ऐसे फार्म आप हिन्दी में चालू करें या फिर दोनों भाषाओं में आरम्भ कर दें तो नियत समय पर हिन्दी को रेल विभाग के अन्दर ला सकेंगे ।

तीसरे आप ने रेलों का परिचय देने के लिये एक पत्रिका निकाली है, जो— भारतीय रेल—कर के है । लेकिन यह पत्रिका देखने से ऐसा प्रतीत होता है कि आप की अभी तक जो अंग्रेजी की पत्रिका है यह पत्रिका उस का अनुवाद मात्र है । मैं यह चाहता हूँ कि यह पत्रिका स्वतंत्र रूप में रेलों के सम्बन्ध में जानकारी दे और इस प्रकार की जानकारी दे कि जिस से जो हिन्दी में रेलों के सम्बन्ध में जानकारी

लेने वाले पाठक हैं उन को सन्तोष मिल सके । मुझे विश्वास है कि जब भगला बजट रेल मंत्रालय की ओर से प्रस्तुत किया जायगा तो रेल मंत्री और भी विस्तार से और संतोषजनक भाषा में इस चीज की चर्चा कर सकेंगे ।

एक बात भाषण में देख कर मुझे बड़ा आश्चर्य होता है और वह यह है कि आप ने रिपोर्ट में कहा है कि बिना टिकट यात्रा करने वाले यात्रियों की संख्या प्रतिवर्ष बढ़ती ही चली जा रही है । मेरा अपना अनुमान है कि जब आप की ओर से इतनी सावधानी बरती जाने पर भी बिना टिकट यात्रियों की संख्या बढ़ रही है, तो आप इस सम्बन्ध में थोड़ा सा निरीक्षण कर के देखें कि कहीं आप की मैशिनरी के अन्दर तो किसी प्रकार की कोई दुर्बलता नहीं है जिस से कि जब आप चाहते हैं कि यह संख्या घटे, तब यह संख्या प्रति वर्ष धीरे धीरे बढ़ती ही चली जा रही है ।

एक बात और मैं आप को सुझाव के रूप में कहना चाहूंगा । आप ने अभी तक एअर कंडीशन्ड गाड़ियां चलाई हैं मद्रास के लिये, कलकत्ता के लिये और बम्बई के लिये । लेकिन जो गाड़ी नई दिल्ली से दोपहर को अमृतसर के लिये, अमृतसर मेल कर के चलती है उस को एअरकंडीशन्ड नहीं किया है । इस बारे में मैं ने पिछली बार भी सुझाव दिया था । डीलक्स गाड़ियों में सब से बड़ी अमुविधा यह है कि यात्रियों को जो रात्रि निकालनी पड़ती है उस से लोग बचराते हैं । लेकिन यह गाड़ी इस प्रकार की है कि इधर से जाते समय और उधर से आते समय भी इस की यात्रा दिन ही दिन में पूरी हो जाती है । अगर पंजाब के लिए नई दिल्ली से जो अमृतसर मेल चलती है उस को वातानुकूलित कर दिया जाय तो मेरा अपना अनुमान है कि इस में आप को कोई बाटा भी नहीं रहेगा

[श्री प्रकाश वीर शास्त्री]

और अधिक से अधिक लोग इस का लाभ उठा सकेंगे ।

एक और बात मैं विशेष रूप से रेल मंत्री जी से कहना चाहता हूँ वह ऐसी है जिस से कि प्रत्येक भारतीय का मस्तिष्क लज्जा के साथ झुक जाता है । रेलवे स्टेशनों पर जब कोई यात्री टिकट लेने जाता है तो खिड़की पर लिखा रहा है, "जब कतरों से सावधान, खिड़की छोड़ने से पहले अपने दाम गिन लें" । मैं रेल मंत्री से कहना चाहता हूँ कि जब यात्री यह लिखा देखता है कि "जब कतरों से सावधान" तो और किसी ओर चाहे उस का ध्यान जाय या न जाय परन्तु अपनी जेब पर उस का ध्यान अवश्य जाता है और इस का परिणाम यह होता है कि चौर भी मांप लेते हैं कि इस की जेब के अन्दर कुछ माल है । लेकिन इस के अतिरिक्त भी एक और चीज है । वह यह कि जो विदेशी यात्री हमारे देश में आते हैं वे प्रत्येक स्टेशन पर इस प्रकार के वाक्य लिखे देखते हैं कि "जब कतरों से सावधान, और खिड़की छोड़ने से पहले अपने दाम गिन लीजिये" । तो उन को यह मालूम पड़ता है कि स्वतंत्र होने के १३ वर्ष पश्चात् भी हिन्दुस्तान का नैतिक स्तर इतना ऊंचा नहीं उठा है कि खिड़कियों पर इस प्रकार के वाक्य लिखने की आवश्यकता न रहे । मेरा अपना अनुमान है कि इस वाक्य से कोई विशेष लाभ तो यात्रियों को होता नहीं इसलिये अगर इस वाक्य को हटा दिया जाय तो ज्यादा उपयुक्त होगा । यह एक मेरा सुझाव है ।

एक और बात जिस की ओर मैं ने नव वर्ष भी आप का ध्यान दिलाया था ; वह यह है कि भारत सरकार की अपनी अनौपत्ति कुछ इस प्रकार की दिखाई देती है कि वह तृतीय श्रेणी के यात्रियों को अधिक से अधिक सुविधा देना चाहती है । और रेल मंत्रालय को जो बहुत बड़ी धाय होती

है वह भी तृतीय श्रेणी के यात्रियों ही से होती है । लेकिन देखा गया है कि जो उच्च श्रेणी के यात्री हैं उन को तो रेल विभाग की ओर से कंडक्टर गार्ड भी मिलता है और दूसरा गार्ड भी उन को पर्याप्त सुविधा देने का ध्यान रखता है, लेकिन तृतीय श्रेणी के जो यात्री हैं उन की ओर विशेष ध्यान नहीं दिया जाता । इन में विशेष कठिनाई उन महिला यात्रियों को होती है जिन के साथ कोई पुरुष नहीं होता और जिन के साथ छोटे छोटे बच्चे होते हैं । वे भीड़ के कारण रह जाती हैं । अगर रेलवे मंत्रालय की ओर से कुछ यात्री सहायक हर स्टेशन पर नियुक्त किये जायें जो गाड़ियों के साथ चलें और जिन का विशेष काम तृतीय श्रेणी के यात्रियों को गाड़ी में चढ़ाने का हो, खास कर वृद्ध यात्रियों को और महिलाओं को चढ़ाने का, तो इस से उन को बहुत सुविधा हो जायगी । कभी कभी ऐसा भी होता है कि जो यात्री पहले से बैठे हैं वे औरों को प्रवेश नहीं करने देते । ऐसे समय में रेलवे विभाग की ओर से यात्रियों के सहायता के लिये आदमी होने चाहिये जो उनको गाड़ी में चढ़ने में सहायता दें खास कर वृद्ध यात्रियों को और महिलाओं को, जो भीड़ के कारण चढ़ने से रह जाते हैं और उन को दूसरी गाड़ी के लिये बहुत समय तक प्रतीक्षा करनी होती है । इसलिये तृतीय श्रेणी के यात्रियों के लिये गाड़ी के साथ चलने वाले सहायकों की आवश्यकता अनुभव की जा रही है, और मेरा अपना अनुमान है कि रेल मंत्री जी इस के सम्बन्ध में विचार करेंगे ।

एक बात मैं कोयले की दुलाई के सम्बन्ध में आप को कहना चाहता हूँ । यहां वह चर्चा हुई है कि कोयले की कमी के कारण बहुत सी फैक्टरियों को और उद्योगों को बड़ा नुकसान हो रहा है । मैं रेल मंत्री जी से कहना चाहता हूँ कि इन के अतिरिक्त बहुत से छोटे छोटे उद्योग भी हैं जैसे ईंटों के भट्टे आदि, इन के

सामने भी कोयले की कमी के कारण बड़ी कठिनाई आ गई है। आपने जब सन् १९६०-६१ का बजट पेश किया उस समय आप ने सन् १९५८-५९ के बजट के सम्बन्ध में कहा था कि ४.१७ करोड़ का घाटा रेलवे को सड़कों से माल की ढुलाई के कारण उठाना पड़ा। लेकिन इस बार आप लोगों को यह सुझाव दे रहे हैं कि कोयले की कमी को पूरा करने के लिए सड़क परिवहन का लोग इस्तेमाल करें। उस समय आप ने कहा था कि चूंकि रेलवे को सड़क परिवहन के कम्पटीशन में आना पड़ा इसलिये ४.१७ करोड़ का घाटा हुआ और अब आप स्वयं लोगों को यह सुझाव दे रहे हैं कि कोयला ढोने के लिए वे सड़क परिवहन का इस्तेमाल करें। यह मेरी समझ में नहीं आता। अच्छा हो अगर आप इस सम्बन्ध में थोड़ा सा निरीक्षण करें और देखें तो सही कि कहीं आप के विभाग में तो कोई इस प्रकार की दुर्बलता नहीं है। आप नहीं चाहते कि खान वालों के डब्बे कम मिलें और न खान वाले चाहते हैं कि उन को डब्बे न मिलें या कम मिलें। तो कहीं बीच में तो इस प्रकार का कोई भ्रष्ट तरीका इस्तेमाल नहीं किया जा रहा है कि जिस से डब्बे पूरे होते हुए भी उन स्थानों पर कोयला नहीं पहुंच पाता जहां पहुंचना चाहिये। इस सम्बन्ध में अगर आप देखें तो मेरा अपना अनुमान है कि इस दुर्बलता के निराकरण में एक बहुत बड़ी सहायता मिलेगी।

और एक चीज मैं विशेष रूप से कहना चाहता हूं। वह यह कि भारतवर्ष का एक भाग है जो स्वतंत्रता के लिए लड़ने वाले क्रांतिकारियों का विशेष स्थान रहा है। वह भाग मध्य प्रदेश के उन जंगलों में है जहां शिवपुरी, गुना, उज्जैन, ग्वालियर आदि स्थान हैं। यह शिवपुरी बही स्थान है जहां

सन्, १८५७ में क्रांतिकारी वीर तांत्या तोपे को फांसी पर चढ़ाया गया था। मुझे यह बात कहते हुए प्रसन्नता होती है कि रेलवे मंत्रालय ने उज्जैन गुना लाइन को बनाने का निश्चय किया। इस आधार पर कि उस क्षेत्र को थोड़ा विकसित किया जाय। लेकिन मैं यह चाहता हूँ कि उज्जैन गुना लाइन को बढ़ा कर शिवपुरी तक लाया जाय और शिवपुरी और ग्वालियर के बीच जो छोटी लाइन है और जिस पर कोई विशेष यात्रा नहीं होती उस को बड़ी लाइन कर दिया जाय। मेरा अपना अनुमान है कि रेलवे विभाग के पास वहां के आंकड़े होंगे कि उस लाइन से बराबर हानि ही हो रही है। अगर उज्जैन, गुना, शिवपुरी होते हुए बड़ी लाइन कर दी जाय तो मध्य प्रदेश का बहुत बड़ा पिछड़ा हुआ भाग प्रगति कर सकेगा। दूसरा लाभ यह होगा कि वह क्षेत्र जो स्वातंत्र्य आन्दोलन के समय क्रांतिकारियों का गढ़ रहा है वहां के लोगों को भी यह सन्तोष होगा कि हमारे क्षेत्र की ओर भी रेलवे मंत्रालय ने ध्यान दिया और हमारा कुछ विचार किया।

दूसरी चीज जो मैं कहना चाहता हूँ, और पिछली बार भी मैं ने यह कहा था, वह यह है कि हमारी गवर्नमेंट बार बार घोषणा करती है कि हम समाजवादी समाज की रचना करना चाहते हैं। लेकिन समाजवादी समाज व्यवस्था का कुछ व्यावहारिक रूप भी हमारे सामने आना चाहिये। आप इस बात पर तो विशेष ध्यान दें कि मेन लाइन पर कौन कौन से नगर पड़ते हैं और उन को कौन कौन सी सुविधा और दी जाय। लेकिन समाजवादी समाज व्यवस्था की रचना करना है तो आप को बीच लाइनों की ओर भी ध्यान देना होगा। बाकिर उन के ऊपर जो स्थान हैं वहां भी भारतीय नागरिक ही रहते हैं और उन की यात्रा और मान ढुलाई

[श्री प्रकाशबीर शास्त्री]

आदि के काम भी होते हैं। तो जहां तक ब्रांच लाइनों का सम्बन्ध है, उस ओर भी आप को ध्यान देना चाहिये।

अभी कल ही मुझे बिजनौर जाने का मौका मिला था और मैं ने देखा कि जो छोटी लाइन गजरीला से बिजनौर होती हुई नजीबाबाद को गयी है इस पर दो तीन स्टेशनों पर जैसे मिसौना और सारीमानु पर न सिगनल हैं और न फोन हैं। कल मैं ने मिसौना के स्टेशन पर पूछा कि चांदपुर से आने वाली गाड़ी कितनी लेट है, तो उन्होंने कहा कि हमारे पास फोन ही नहीं है, हम आप को क्या बतलायें कि गाड़ी कितनी लेट है या राइट टाइम है। इन स्टेशनों पर न फोन है और न सिगनल है, लेकिन वहां पर स्टेशन मास्टर है, टिकट बाकायदा दिये जाते हैं और सारी बातें होती हैं। जब आप समाजवादी समाज व्यवस्था की रचना करने जा रहे हैं तो आप जहां बड़ी लाइनों की ओर ध्यान देते हैं वहां आप को छोटी लाइनों की ओर भी ध्यान देना चाहिये। मैं ने देखा वाली भालू में १५ हजार की आबादी है। लेकिन इस स्टेशन पर और न मिसौना पर बोटिंग रूम है। बरसात में, गरमियों में और विशेष कर जाड़े के दिनों में यात्रियों को भारी कठिनाई का सामना करना पड़ता है। इस का ओर भी आप का ध्यान जाना चाहिये।

एक अन्तिम बात कह कर मैं अपने भाषण को समाप्त कर दूंगा। मैं ने आप की सलाहकार परिषद् में भी यह सुझाव दिया था और आज फिर मैं यह सुझाव देना चाहता हूँ कि भारत सरकार का एक बहुत बड़ा रेलवे ट्रेनिंग स्कूल चंदौसी में जहां कि स्टेशन मास्टर्स और ए० एस० एम्स० इत्यादि ट्रेनिंग लेते हैं और इस के अतिरिक्त वहां पर उत्तर प्रदेश की एक बहुत बड़ी मंडी भी है। मुरादाबाद से रात्रि को रामपुर हो कर बरेली के लिये २, ३ एक्सप्रेस गाड़ियां पास होती हैं

तो उन में से किसी एक गाड़ी को चंदौसी हो कर बरेली के लिए कर दिया जाय यह मेरा आप को सुझाव है।

मुझे विश्वास है कि आप मेरे इन सुझावों पर ध्यान देंगे।

श्री हेमराज (कागड़ा): उपाध्यक्ष महोदय मैं आपका बड़ा आभारी हूँ कि आपने मुझे रेलवे बजट पर बोलने का मौका दिया। रेलवे मंत्रालय को उसके काम और प्रगति के लिये धाम तोर से सदन की हर दिशा से बधाई मिली है और उसकी सराहना की गई है और वास्तव में वह बधाई का पात्र भी है। रेलवे ने एफिशिएंसी के लिहाज से और आत्मनिर्भरता के लिहाज से काफी प्रगति की है। जिस तरीके से माननीय मंत्री ने कहा है कि हम धीरे धीरे रेलवे इंजनों और डिब्बों के मामले में आत्मनिर्भर होते जा रहे हैं बल्कि आगे चल कर हम एक्सपोर्ट के लिये भी अपना माल भेज सकते हैं। लेकिन मैं उनका ध्यान इस चीज की ओर दिलाऊंगा कि यह सारी चीजें जिनमें कि हम आत्मनिर्भर हो रहे हैं वह ब्रोडगेज और मीटर गेज पर ही हैं। मैं पहले भी यह चीज उनके ध्यान में लाया था और आज इस मौके पर फिर कहना चाहता हूँ कि यह तमाम प्रगति और आत्मनिर्भरता नैरोगेज पर नहीं हो रही है। उसके लिये पोषण होता है वह बहुत ही कम होता है और आज भी नैरोगेज लाइन्स की हालत अच्छी नहीं है। नैरोगेज को कोई एक नकारा और निकम्मी चीज को किनारे रख कर छोड़ देता है। इस लिहाज तो उस तरह से उपेक्षित छोड़ दिया है जैसे मैं चाहता हूँ कि जिस तरीके से आप ब्रोडगेज और मीटर गेज की तरफ ध्यान देते हैं उसी तरह से नैरोगेज की तरफ भी दें। अब जैसा कि आप कहते हैं कि हम आत्मनिर्भर बन रहे हैं और आप उम्मीद करते हैं कि

हम एक्सपोर्ट कर सकेंगे तो आपकी अपनी नैरोगेज पर जो इंजन और कोचेज हैं उनको भी यहां बना लेना चाहिये। प्लानिंग कमीशन से जो हमें नोट मिला है उसमें दिया हुआ है कि इस समय जो आपकी गवर्नमेंट रेलवेज हैं इनकी ब्रीडगेज का माइलेज अभी १६३६२ है मीटरगेज का १५५०८ है और नैरोगेज का २७३६ है। अब इस २७३६ मील की और बहुत कम ध्यान दिया जाता है, नैरोगेज लाइंस के इंजन बहुत पुराने हैं और मैं कांगड़ा बेली रेलवे के अनुभव के आधार पर कह सकता हूँ कि उटकमंड की लाइन पर चले वाले इंजन इतने पुराने हो चुके हैं कि वे ५ मील से ज्यादा बगैर पानी लिये दूरे नहीं चल सकते। बहुत दफे तो ऐसा होता है कि इंजनों की पानी लेने के लिये पम्प नहीं सुलभ होते हैं जहां से कि वे पानी ले सकें। इंजनों को पानी लेने के लिये जोहड़ों से पानी लेना होता है। मैं अपना जाती तजुर्बा बनावता हूँ कि एक दफे मुझ से रिक्वेस्ट किया गया कि जोहड़ से इंजन में पानी भरना है लेकिन यह है कि कहीं गांव वाले मार न बैठें और मुझे उसके वास्ते जाना पड़ा, काफी वहां धांधे फेंटे मुझे बहस करनी पड़ी तब कहीं जाकर जोहड़ से इंजन के वास्ते पानी लिया गया और तब कहीं जाकर इंजन गाड़ी लेकर भाग बहा सका। इस लिये मैं चाहता हूँ कि वह जो आपका रौलिंग स्टॉक है उसकी तरफ ध्यान दिया जाय।

नैरोगेज तकरीबन ३००० मील के हैं। आपको इसका सर्व कराना चाहिये कि इस में से कितना नैरोगेज ऐसा है जो मीटरगेज या ब्रीडगेज में तबदील हो सकता है। आप यह कह रहे हैं कि आपका जो मीटरगेज या ब्रीडगेज का रौलिंग स्टॉक है उसके मामले में आप आत्मनिर्भरता हो रही है तो बजाय इसके कि नैरोगेज के लिये आप तमाम चीजें बाहर से मंगवायें, नैरोगेज लाइन्स का सर्व कराया जाय और यह देखा जाय कि उनकी कौन कौन सी लाइन्स ऐसी हैं जिनको कि आप मीटर गेज या ब्रीड गेज में तबदील

कर सकते हैं और उनको आप तबदील कर दें। पिछले दिनों मैंने इस बारे में एक सवाल किया था और आपने जो आंकड़े दिये थे उनसे यह पता चलता था कि फस्ट प्लान इतने लोको-मोटिव्स और कोचेज बाहर से इम्पोर्ट करने पड़े और सेकंड प्लान में इतने इम्पोर्ट करने पड़े। उसके लिये फारन कंट्रीज को हम फर्स्ट प्लान में २.६८ करोड़ रुपये देने पड़े, सेकंड प्लान में १.१५ करोड़ देने पड़े और थर्ड प्लान में १.७७ करोड़ रुपया देना है। अब मेरा इस बारे में यह सुझाव है कि अगर आप के पास कपिसिटी ज्यादा हो तो इन चीजों का प्रोडक्शन यहां करा जाय और इस तरह से हमारा काफी रुपया फौरेन एक्सचेंज का बच जायगा और साथ ही हमें रौलिंग स्टॉक जल्दी जल्दी तैयार होकर मिल सकेगा। अब बाहर फौरेन कंट्रीज से जो इम्पोर्ट करते हैं तो उसमें फौरेन एक्सचेंज हमारा खर्च होने के अलावा उनके मिलने में काफी अर्सा लग जाता है। अगर वहां धाज एक आर्डर प्लेस करते हैं तो उसके यहां हमें मिलने में २, २ साल लग जाते हैं और माल वहां से नहीं आता है। और यहां पर नैरोगेज लाइन्स की एफिशिएंसी बहुत पीछे पड़ जाती है।

अब मैं एक और बात मंत्री महोदय के नोटिस में लाना चाहता हूँ। यह ठीक है कि पहले से अब रेलवे एक्सीडेंट्स न होने देने के लिये अधिक सावधानी बर्ती जाने लगी है लेकिन रेलवे एक्सीडेंट्स के सम्बन्ध में जो आंकड़े दिये हैं उनमें से जो आपने कुल एक्सीडेंट्स की तादाद दी है वह १९५७ है। उसमें से ३५ टू बी फेनयोर आंक रेलवे स्टॉक उनकी तादाद ११२४ है। इस तादाद को देखते हुये मैं समझता हूँ कि रेलवे एक्सीडेंट्स कम करने की दिसा में जो प्रशासन की प्रगति है वह उतनी अच्छी और संतोषजनक नहीं मान्य होती है। आपका स्टॉक अभी भी इस मामले में इतनी कोताही बर्तता है कि जिसकी वजह से हजारों यात्रियों

[श्री हेम राज]

की जानें चली जाती हैं और इतना भारी नुकसान पहुंचता है। इसलिये मैं चाहता हूँ कि इस तरफ भी आपको कुछ अधिक ध्यान देना चाहिये।

इसके अलावा मुझे कुछ लास आफ रेलवे और पब्लिक प्रापर्टी के सम्बन्ध में भी निवेदन करना है। हमने आये दिन की काइम्स और चोरियों वगैरह को जो कि रेलवे में होती रहती हैं रोकने के लिये तीन किस्म की पुलिस रखी हुई है। एक तो ग्रांडनरी सिविल पुलिस है। इसके अलावा हमने रेलवेज में एक रेलवे प्रोटेक्शन फोर्स कायम की हुई है और एक आपकी रेलवे पुलिस है लेकिन इसके बावजूद जो ग्रांफंड आपने सन् १९५६-६० के दिये हैं वे संतोषप्रद नहीं हैं और उनसे तो ऐसा भालूम होता है कि भागों से कुछ प्रगति नहीं हो रही है और हालत यह है कि जिस जगह पर भी हम जायें हमें रेलवेज पर पिसफ्रेज और बेफ्ट्स के केस होते दिखते हैं और ऐसे केसों की तादाद थोड़ी नहीं होती। कहीं पर बल्ब नहीं हैं तो कहीं पर सुईच नवादरद मिलता है। किसी जगह पंखा गायब मिलता है तो कहीं पर हम पाते हैं कि बीशा नहीं है। हर एक तरह की चोरियां होती हैं और जितना धन हम इसके लिये खर्च कर रहे हैं उसको देखते हुये इन वारदातों और चोरियों वगैरह में जो कमी आनी चाहिये वह कमी हमें देखने को नहीं मिल रही है। अभी तक चोरियों में कोई नुमाया कमी नजर नहीं आई है। मंत्री महोदय को इस तरफ भी विशेष रूप से ध्यान देना चाहिये। मुझे तो यह भी नजर आता है कि आपकी सिविल पुलिस, रेलवे प्रोटेक्शन फोर्स और रेलवे पुलिस इन तीनों में कोऑर्डिनेशन नजर नहीं आता क्यों कि अगर उनमें वह कोऑर्डिनेशन होता तो यह हालत कायम नहीं रह सकती थी।

इसके अलावा मैं एक बात यह भी मंत्री

महोदय की नोटिस में लाना चाहता हूँ कि हमारे जो देहाती इलाके हैं उनकी तरफ रेलवेज का ध्यान और गवर्नमेंट का ध्यान कुछ कम जाता था और अभी तक बहुत कम जाता है। मैं एक बात आपके नोटिस में लाना चाहता हूँ कि हमारा यह रेलवेज ऐक्ट ६० साल पुराना हो गया है और आज के हालात में इसमें अमेंडमेंट होना जरूरी हो गया है। उसमें आपने एकीमोवेशन वर्क्स के लिये एक ला रखा था कि जिस वक्त रोड बनती हैं और बनवाई जायें या उसके बाद अगर कोई उनको बनवाना चाहता है तो ई उस वक्त वहां की जो लोकल एथोरिटी है वह उसको बनवाये और उस पर खर्च करे। अब यहां तो रूरल एरियाज का डेवलपमेंट नेगलेक्टड रहता था और इतनी ज्यादा देहातों में तरकीब नहीं होती थी। अब हमारे दो फाइव डायर प्लान बने और उनके दरमियान देहातों में काफी डेवलपमेंट वर्क हुआ और काफी सड़कों वगैरह वहां पर निकाली गयीं। जहां जहां रेलवे लाइन आती है वहां पर लेवल क्रॉसिंग की व्यवस्था नहीं है जो कि की जानी चाहिये अब हमने ऐडमिनिस्ट्रेशन का डिस्ट्रिब्यूशन किया है और जिसके नतीजे के तौर पर गांवों में पंचायत समितियां बन गई हैं और जिला परिषदें बन गयी हैं और वह एक तरह से विलेज गवर्नमेंट हैं और उनके जरिये तमाम यह रुपया खर्च होना है और डेवलपमेंट का काम होना है। आपन् इसका जो गालिबन् ११ सैक्शन है उसमें यह लिखा है कि सारा पैसा वह खर्च करें। गवर्नमेंट ने ओवर-बिजिज के बारे में सर्वे कराया है और इसके मुताल्लिक लोकल बाडीज को लिखा है, लेकिन वह इस बात को मानने के लिये तैयार नहीं है कि देहाती इलाकों में पंचायत समिति, जिला परिषद् या डिस्ट्रिक्ट बोर्ड ने जो सड़कें बनवाई हैं, उन पर अगर लेवल क्रॉसिंग की जरूरत है, तो उसका सर्वे कराया जाये। मैंने इस विषय में एक बिल का नोटिस दिया था, लेकिन

उस में मैं भाग्यवान नहीं निकला, क्यों कि प्रैजिडेंट साहब ने उसको अपनी मंजूरी नहीं दी और मैं उसको पेश न कर सका। मैं निवेदन करना चाहता हूँ कि देहात में अब तक जो तरक्की हुई है, वह सारी की सारी वहीं की वहीं रह जायेगी, अगर वहाँ आने जाने के लिये लेवल क्रॉसिंग की व्यवस्था नहीं की जाती है। कहीं पर कोई नहर निकली है, जिसकी आबपानी के पलये जरूरत होती है, लेकिन चूँकि गवर्नमेंट के खर्च बढ़े शरूत हैं, इस लिये लोकल बाडीज उनको नहीं बनवा सकती हैं। मैंने एक जगह के एस्टीमेट्स बनवाने की कोशिश की। गवर्नमेंट के जो एस्टीमेट बनते हैं, उनमें वह सरखे के लिये पहले खर्च ले लेती है और सर्वे का खर्च म्यूनिसिपैलिटीज और लोकल बाडीज नहीं दे सकती हैं। फिर खर्च बहुत ज्यादा बढ़ जाता है, जिस की वजह से ये काम नहीं हो सकते हैं। आवश्यकता इस बात की है कि इस विषय में प्रोसीडर में तब्दीली की जाये या रेलवे एक्ट की धाराओं में तर्मीम की जाये, या इन शर्तों को नम कर दिया जाये। तभी देहात के लोग वहाँ हो रही तरक्की से लाभ उठा सकेंगे और इस मिलमिले में रेलवे विभाग बहुत मददगार साबित हो सकता है।

पंजाब गवर्नमेंट ने कुछ लाइनें बनाने की मिफारिश की है। मेरा ख्याल है कि रेलवे विभाग चंडीगढ़ को सबसे ज्यादा एहमियत देगा और यह होना भी चाहिए और वह मेन लाइन पर आ जाना चाहिए। उसके साथ ही ब्यास डैम बनाना भी मंजूर कर लिया गया है। उसके लिये मुकेरिया-तलवाड़ा लाइन बनाने का विचार किया गया है। तलवाड़ा से डेढ़ मील के फासले पर ब्यास डैम बनेगा, जिसके लिये बहुत सी मशीनरी और दूसरी चीजें ले जानी पड़ेंगी। मेरा सुझाव यह है कि इस लाइन को ऐसे इलाके से ले जाया जाये कि वहाँ का

पापुलस इलाका भी सर्व हो जाय उसका एलाइनमेंट ऐसा न हो कि पापुलस इलाके से वह बाहर बाहर ही रह जाये। मैं चाहता हूँ कि यह लाइन बनाई जाये और ऐसे इलाके से ले जाई जाये, जहाँ आबादी ज्यादा से ज्यादा हो।

अब मैं कांगड़ा वैली रेलवे के बारे में कुछ कहना चाहता हूँ, जहाँ मैं बहुत ज्यादा ट्रैकल करता हूँ। जितनी भी नैरो-गेज लाइन्स हैं, वे धाम तौर पर पहाड़ों में हैं। वहाँ पर जितने भी प्लैटफार्म हैं, वे सब अन-कवर्ड हैं। आप जानते हैं कि पहाड़ों में बारिश ज्यादा होती है। मैं प्रार्थना करना चाहता हूँ कि पहाड़ों के सब प्लैटफार्म कवर्ड होने चाहिए। वहाँ पर पानी का भी इन्तजाम नहीं है। कांगड़ा वैली में एक वाटर टैंक चलता है। वह कितनी जगहों को पानी दे सकता है, यह आप महसूस कर सकते हैं।

पहाड़ों की रेलों का किराया बहुत ज्यादा है। पहले भी हमने इस के बारे में आवाज उठाई थी और सरकार की ओर से कृपा होने पर थोड़ा सा फर्क पड़ा है। लेकिन आवश्यकता इस बात की है कि वहाँ के किराये को प्लेन्स की लाइन्स के बराबर लाया जाये, ताकि दुःखी और गरीब लोगों को कुछ राहत और शान्ति मिल सके।

यहाँ से नांगल के लिये एक गाड़ी ठो लगा दी गई है। लेकिन आप जानते होंगे कि नांगल, हिमाचल प्रदेश, धानन्दपुर साहब कांगड़ा डिस्ट्रिक्ट में और दूसरी जगहों को जाने वालों की तादाद बहुत ज्यादा है। मैं अर्ज करना चाहता हूँ कि इसके लिये एक और गाड़ी चलाई जाये और अगर वह न चलाई जा सके, तो और ज्यादा डिब्बे उसमें जोड़ दिये जायें, ताकि बिलासपुर, हिमाचल प्रदेश और धानन्दपुर साहब आने वाले यात्रियों के लिये सुविधायित्व हो सके।

[श्री हेम राज]

चण्डीगढ़ से कालका मेल के साथ पठानकोट जाने के लिये एक डिब्बा बाई-बीकली लगाया गया था। मैं यह निवेदन करना चाहता हूँ कि चण्डीगढ़ हमारे सूबे की राजधानी है। हर डिस्ट्रिक्ट से वहाँ लोग पहुँचते हैं। इसलिये वहाँ से पठानकोट के लिये डेली एक डिब्बा लगना चाहिए, ताकि आने जाने वालों को सहुलियत हो सके।

जहाँ तक डिपार्टमेंटल केटरिंग का सम्बन्ध है, बहुत से माननीय सदस्यों ने उसकी नुक्ता-चीनी की है, लेकिन मैं समझता हूँ कि वह नुक्ता-चीनी कुछ जायज नहीं है। मैंने देखा है कि रेलवे डिपार्टमेंट यात्रियों को जो ग्राम खाना देता है, वह घाटे के जरिये देता है और वह खाना बनिस्वत बाहर के खाने के सस्ता है। मैं समझता हूँ कि डिपार्टमेंटल केटरिंग बहुत अच्छी तरह चल रहा है और उसमें किसी किस्म की तबदीली नहीं होनी चाहिए।

इण्डो-पाकिस्तान रेल लिंक के बारे में हमारे देश और पाकिस्तान में जो एग्रीमेंट होने वाला है, उसके बरखिलाफ बहुत आवाजें उठाई गई हैं। अभी हमारे मित्र, शास्त्री जी, ने कहा है कि अभी भी हमारे देश में बहुत ज्यादा पाकिस्तानी बगैर पासपोर्ट के रह रहे हैं, जो कि स्पाईज का काम करते हैं। इसलिये इस बारे में सावधानी से काम लेने की आवश्यकता है, क्योंकि इससे इस तरह की कार्यवाहियाँ और बढ़ जायेंगी।

मुझे आशा है कि मन्त्री महोदय इन सब बातों की तरफ ध्यान देंगे और कांगड़ा बैली रेलवे और नैरो-गेज के मुताबिक मैंने जो जरूरी बातें कही हैं, उन पर विचार करके वहाँ की हालत को बेहतर बनाया जायगा।

Mr. Deputy-Speaker: Shrimati Ha Palchoudhuri. Shri Somani.

An Hon. Member: Shrimati Ha Palchoudhuri is here.

Mr. Deputy-Speaker: She does not stand up.

Shri Somani rose—

Mr. Deputy-Speaker: If he is reluctant to begin, I shall call another hon. Member.

Shri Somani (Dausa): No, no.

Mr. Deputy-Speaker: Why does he not begin?

Shri Somani: Mr. Deputy-Speaker, the Railways are our greatest national undertaking. Their record of achievement during the one decade of our planned programme of economic development has been quite impressive and remarkable. I would also like to associate myself with the tributes that have been paid to the achievements of the Railway Ministry. In this connection, I would only like to draw the attention of the Railway Minister to the reference made by the hon. Finance Minister to the dynamism in our national economy. I hope the Railways will take note of the magnitude of the task with which they are faced in view of the dynamic growth in the various sectors of our economy.

Without in any way under-rating the achievements to the credit of the Railway Administration, I should like to draw the attention of the Railway Minister to certain disquieting features, especially to the bottle-neck in regard to the transport of coal to the various sectors of our industries. Shortage of coal is being felt for quite a considerable period now. It is regrettable that there seems to be a lot of lack of coordination between the Ministry of Steel, Mines and Fuel which controls the production and distribution of coal and the Ministry of Railways which controls the movement.

The hon. Railway Minister and the Chairman of the Railway Board have given certain statements that so far as

the Railways are concerned, they have fulfilled the targets of movement of coal which were allotted to them under the Second Five Year Plan.

13 hrs.

In this connection, attention may be drawn to the over-all shortage of about 8 million tons, which the Railway Minister himself has admitted, in the fulfilment of the physical targets assigned to the railways under the Second Plan. The Railway Minister has given certain reasons for this over-all shortage. Of course, one can understand the reasons of the strike and the floods, which could not have possibly been foreseen by the railways, but the Minister has also referred to the shift in the pattern of the movement of traffic. As late as last year, the Railway Minister had promised the fulfilment of the over-all targets of the Second Plan, and I do not think there has been any sudden shift in the pattern of movement. The shift has been there during the period of the Second Plan, and naturally when the Minister gave a definite assurance last year that the over-all targets would be fulfilled, I hope he had that change and shift in the movement of traffic fully in mind.

Moreover, there are also certain other figures which clearly show that the railways have not been able to fulfil even the targets which were accepted by them. For instance, the railways had agreed to move 5,030 wagons every day from the coal fields of West Bengal and Bihar, which produce about 80 per cent of the country's coal, but their actual performance even in January last was only of the order of about 4,700 wagons every day, which shows a short-fall of 300 wagons every day, even compared to their own promise. Of course, the requirements, so far as the coal fields are concerned, are much larger.

The Railway Minister has stated in his speech in the Rajya Sabha that so long as coal is a controlled commodity, shortage is bound to be felt in one

State or the other, or in one industry or the other. I do not think it will be correct on the part of the Railway Minister to take that plea inasmuch as there is a threat of curtailment in coal production simply because of the fact that the railways are not in a position to move the accumulation at the various collieries. Therefore, the question of shortage of coal, or the regulation of the movement or distribution of coal by the Ministry of Commerce and Industry, does not at all come in the way of the railways in catering fully to the needs of the various industries. The Commerce and Industry Ministry have clearly told all the industries that they are prepared to give full and adequate allotment of the requirements of each and every industry, and that it is the bottle-neck in railway transport that is coming in the way. I do not, therefore, think that simply because coal is a controlled commodity, there is any justification to come to the conclusion that so long as it is controlled, . . .

Shri Jagjivan Ram: Will the hon. Member read the entire sentence and not only a portion of the sentence in my speech?

Shri Soman: The Railway Minister says, so long as it is controlled.

Anyway, I would specially like to draw the attention of the hon. Minister to the need for co-ordination among the various Ministries. He has himself stated the other day in his reply, the various proposals which are under consideration. There is scope to increase the transport of coal by coastal shipping. There is also scope to divert some of the power houses or industrial units to the use of furnace oil instead of coal. There is also scope to do a little more transport of coal by road. All these measures are not of a character that they could not have been taken all these months when we have been faced with shortage of coal. Urgent steps could have been taken several months ago when the coal shortage due to transport difficulty was first realised, when our steel projects were faced with acute shortage of

[Shri Somani]

coal. I do not see the slightest justification for delay in implementing these intentions. These measures can be taken and implemented quite expeditiously if only there is proper co-ordination between the Railway Ministry and the Ministries of Steel, Fuel and Oil and Commerce and Industry. After all, so far as the replacement of coal by fuel oil or the transport of coal by other means of transport is concerned, the question of increase in the fuel charges arises, and to that extent the Ministry of Commerce and Industry has to look to the question of commodities whose prices are controlled by certain formulas. But I do not think this is a problem which cannot be solved. With proper appreciation of all the factors involved, it should be possible for a co-ordinating committee to take all these measures so far the elimination of this bottle-neck is concerned. I feel that this is a national problem. Many industries in various sectors are suffering. Production has been adversely affected. If a proper assessment is made of the loss that the national economy has already suffered, I have no doubt that it will be quite terrific. Therefore, the solution of this problem does not brook any delay, and it is high time that the various Ministries concerned in the distribution of coal and its movement took urgent measures to ensure that our programme of industrial development is not in any way adversely affected by these bottle-necks.

The measures referred to are only short-term ones. After all, the need to expand our railway transport facilities to an extent which will keep pace with the dynamic growth of other sectors of the economy cannot be too strongly emphasized. I am glad the Railway Ministry is already taking up the question with the Planning Commission so that the allotment to the railways during the Third Plan are suitably increased and readjusted, so as to ensure that these bottle-necks are not allowed to recur. After all, the

developments in the other sectors are of no use if the railways are not able to cope with the rise in the traffic which such developments are bound to generate.

Then, I would like to refer to the operational efficiency of our railways. It appears that the railways have not been able to take the necessary measures to improve efficiency and productivity at least to neutralise the increase of incidence in the cost arising out of the implementation of the recommendations of the Pay Commission or other factors. The proportion of working expenses to gross revenue traffic receipts is as high as 81.09 per cent. The ordinary working expenses have registered an increase of 36.2 per cent during 1959-60 over 1956-57. As against this, the increase in gross traffic receipts during the same period is only 33.5 per cent. My submission is that according to commercial standards, it should always be the endeavour of any big commercial undertakings to continue to explore the need for increased efficiency and improved productivity techniques in order to ensure that at least a part of the increase in the incidence arising out of the various factors is neutralised. I think the Railway administration has not been able to keep the increase in working expenses under control by the adoption of these better efficiency and improved productivity methods. This matter assumes urgent importance in the light of the hon. Minister's reference to the freight structure.

It is all right to give figures to show that the increase in railway freight here has not been as much as in some other countries, but, after all, we should not forget that our railways are not a commercial undertaking in the sense that priority has to be given only to the earnings of the railways. After all, they are making a vital contribution to our national economy, and they are meant to serve the broad national interests, to promote economic development both in the agricul-

tural and industrial fields. Therefore, I see no justification for any approach which will take only the cost of transport into consideration. The greatest consideration before the railways should be to see that the railways assist the growth of development in our industrial and agricultural sectors.

So far as coal and many other commodities are concerned, during the Second Five Year Plan, there have been increases in the railway freight structure as many as four times, and I think that, if anything there is every justification to review the freight structure in a downward direction so far as the export commodities are concerned. There are instances where even though certain reductions have been recommended by the Ministry of Commerce and Industry, the Railway Board has turned down these recommendations and have not come forward to implement the recommendations which would have meant the promotion of the exports of many of our commodities.

So, my submission is that the overall consideration of the freight structure policy of the railways should be to serve the interests of our national economy, and especially, so far as the promotion of our exports is concerned, the railways should always be prompt and expeditious in disposing of any representations that are made to them from time to time in regard to the movement of certain commodities which are of vital interest to our export trade. I do hope and trust that the railways will follow a very progressive policy, a policy of development of the national interest, so far as their freight structure is concerned.

श्री विश्वनाथ राय (सलेमपुर) : उपाध्यक्ष महोदय, भारतीय रेलों की सफलता हमारे देश के पब्लिक सेक्टर की सफलता का प्रतीक है। उसकी सफलता और बढ़ती यदि यात्रियों से होने वाले लाभ की तरह माल के यातायात में भी विशेष मुविधा होती और

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मुविधा के साथ ही उससे देश की प्राय भी बढ़ती। गत वर्ष और इस वर्ष भी जो अनुमानित प्राय रेलों के यातायात से सौची गई थी उससे कम प्राप्त हुई है। गत वर्ष कारण यह बताया गया था कि ट्रान्सपोर्ट के जो अन्य साधन हैं उनसे प्रति इन्दिता के कारण रेलवे पर असर पड़ा है। इस वर्ष मजदूरों और रेलवे कर्मचारियों की हड़ताल के कारण ऐसा हुआ है। सही है। लेकिन साथ ही यह भी है कि रेल एक जगह से दूसरी जगह सामान पहुंचाने में जो समय ले लेती है उससे बड़ी कठिनाई होती है। एक मिसाल पिछले महीने की है। देवरिया सदर ऐसे जिले के हेडक्वार्टर से एक बैगन चला जिसमें लाइव स्टॉक था। वह पचास मील प्रतिदिन की रफ्तार से भी कम चला और आठ दिनों में लगभग ४०० मील का सफ़र तय कर सका। रेलवे विभाग ने फलों और लाइव स्टॉक के लिये ये विशेष नियम बना रखे हैं कि इसके लिये यातायात की मुविधा दी जाय। लेकिन तब भी वैसी केवल वहीं की बात नहीं है। दिल्ली की बात ही ले लीजिये। यहां के फल के व्यापारी लगभग १ करोड़ रुपये रेलवे विभाग को देते हैं। लेकिन उन के माल के आने में यहां विशेष कठिनाई है। मूंग तो आश्चर्य होता है। रेलवे विभाग का दोष हो या न हो या यहां के कारपोरेशन की ही कुछ कमजोरी हो,—लेकिन एक जगह पर जहां से रेलवे विभाग को छोटे स्टेशन पर या साइडिंग पर लगभग १ करोड़ २० लाख प्राप्त होता है वहीं पर रेलवे विभाग ने शहर की गन्दी बीजों की नींदिंग का इन्तजाम कर रखा है और उसके कारण फलों वगैरह से जो बीमारी फैलती है, उसके लिये जिम्मेदार होती है। यह छोटी सी बात है, लेकिन यातायात की अच्छी मुविधा न होने के कारण जो देश की क्षति हो रही है उस का मैंने उल्लेख किया है।

अन्य बातों को छोड़ कहकर मैं अपनी पूर्वोक्त रेलवे की चर्चा करना चाहता हूं। वह बाइगेज की गुड्स ट्रेन के मुकाबले भी

[श्री विश्वनाथ राय]

भीमी चलती है। वहां आज केवल यही नहीं है कि यात्रियों की सुविधा पूरी हो जाने से सब कठिनाइयां दूर हो गई हैं, वहां की यह कठिनाइयां हमारे देश के लिये किसी भी समय विशेष चिन्ताजनक हो सकती हैं। इस ओर मैं सरकार और रेलवे विभाग का ध्यान आकर्षित करना चाहता हूं। पूर्वोत्तर रेलवे और सीमान्त पूर्वोत्तर रेलवे ऐसी रेलवे हैं जो देश की रक्षा के लिये विशेष उपयोगी या जिम्मेदार हो सकती हैं। आज से लगभग दो साल पहले जब चीन ने हमारी भारत भूमि पर आक्रमण भी नहीं किया था, चीन की बढ़ती हुई शक्ति की आशंका से मैंने इस बात का उल्लेख किया था इस सदन में कि पूर्वोत्तर और सीमान्त पूर्वोत्तर रेलवे को बढ़ाने और ठीक तरह से चलाने के साथ साथ उसकी कार्यक्षमता में भी तेजी से सुधार होना चाहिये। वह उस कार्यक्रम के अनुसार नहीं होना चाहिये जैसे ही ब्राडगेज की लाइनों पर होता है। इसके लिये विशेष सुविधा होनी चाहिये और बजट में विशेष रूप से उसका प्रबन्ध होना चाहिये। आप को मालूम है कि सीमा पर इस समय जो समस्या उत्पन्न हुई है उसके सम्बन्ध में अगर आप आसाम से लेकर मुरादाबाद तक चले आइये तो जितनी भी तराई आसाम, बंगाल, बिहार और उत्तर प्रदेश में है, उसमें केवल ये दो रेलवे लाइनें ही काम करती हैं। खास कर भोक्रामा घाट से आगे चलें तो ट्रेनों की इतनी ज्यादा दिक्कत होती है जिसका ठिकाना नहीं है। यहां साइडिंग भी अनुपयुक्त होती है, विशेषतया सोनपुर से गोरखपुर और गोंडा तक आवश्यक जान पड़ता है कि वहां पर डबल लाइन हो या ब्राडगेज वहां तक बढ़ाया जाय। इसी तरह से सिलीगुड़ी से जो ट्रेन लखनऊ तक जाती है। वह मथुरा या आगरा कंट तक जा सकती है। बसों एक दूसरी ट्रेन की सुविधा के लिये भी योजना बनाई जानी चाहिये और उसे सीधे से सीधे कार्यान्वित करना चाहिये,

जिससे आसाम से इस लाइन पर ट्रेन को काठ गोदाम तक जल्दी ही पहुंचाया जाय। वहीं तक नहीं बल्कि लखनऊ से काठगोदाम वाली लाइन पर होते हुए उसे मुरादाबाद तक पहुंचाया जाय ताकि कोई संकट राष्ट्र के ऊपर उत्पन्न होने पर हम इस लाइन को और भी ज्यादा सक्रिय बना सकें। हम सब चाहते हैं कि लड़ाई न हो, लेकिन फिर भी हम को इस लाइन को ऐसी बना कर रखना चाहिये जिससे भविष्य में उस आशंका के लिये, जिसकी चर्चा मैंने दो साल पहले की थी, यह ठीक से काम कर सके।

इस सब बातों के साथ नई ट्रेनें तो होनी ही चाहियें, इनके अलावा कुछ और छोटी मोटी बातों की ओर मैं ध्यान दिलाना चाहता हूं। शाहजहापुर है बरेली है, उससे आगे टनकपुर एक रेलवे स्टेशन है जो भारत की बिल्कुल उत्तरी सीमा पर है। वहां तक ब्राडगेज आसानी से बढ़ाया जा सकता है और किसी भी समय हम वहां पर उसका उपयोग बढ़ा सकते हैं। यह तो हुई हमारे देश के हित के दृष्टिकोण की बातें। कुछ ऐसी भी बातें हैं जो कि हमारी पूर्वोत्तर रेलवे की विशेषतायें हैं जिनकी ओर मैं आपका ध्यान आकर्षित करना चाहता हूं। हमारे मन्त्री महोदय को भी यह जान कर आश्चर्य होगा कि कई ऐसे रेलवे स्टेशन हैं जो अपने क्षेत्र में प्रमुख हैं परन्तु वहां पर जो पेट्रोमैक्स की रोशनी की सुविधा थी, जिसमें कोई विशेष खर्च भी नहीं होता था, वह भी बन्द कर दी गई है। ऐसे भाटपार रानी, सलेमपुर, स्टेशन हैं। उनकी तहसील की आबादी साढ़े छः लाख है। बरहज बाजार है। वहां से कई करोड़ का शीरा बाहर जाता था, भले ही वह नदी द्वारा जाता था लेकिन वहां पहुंचने के लिये रेलवे का भी प्रयोग होता था। वहां पर भी पेट्रोमैक्स की रोशनी जैसी छोटी

मोटी चीजें भी बन्द कर दी गई हैं। इसी तरह लार रोड एक स्टेशन है उन स्टेशनों के सम्बन्ध में जब मैंने प्रश्न किया तो जवाब मिला कि एकानमी की दृष्टि से पेट्रोलैक्स बन्द करके कैरोसिन के लैम्प का इन्तजाम किया गया है। यह एकानमी ऐसे स्टेशन पर की गई है जहाँ पर कई रेलें रात में आती हैं और जो कि तहसील हेडक्वाटर है। वहाँ पेट्रोलैक्स का खर्चा बन्द करके कैरोसिन के तेल से लैम्प जलाया जाय तो कितनी एकानमी होगी और लोगों को कितनी असुविधा होगी, दोनों की तुलना करके आप समझ सकते हैं कि कितना लाभ होगा।

इस सम्बन्ध में मैं रेलवे विभाग का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि हमारे उत्तर प्रदेश और बिहार में ट्यूबवैल की बिजली की लाइनें लगाई जा चुकी हैं जो स्टेशनों के पास से होकर जाती हैं। लेकिन आप के विभाग का ध्यान इस तरफ नहीं गया है कि दो चार खम्भे लगा कर स्टेशनों को कनेक्ट करके बिजली की रोशनी दे दें। बिजली की रोशनी कैरोसिन की रोशनी से सस्ती ही रहेगी, और इसके लिये योजना होनी चाहिये। जहाँ पर ट्यूबवैल हो या कोई और बिजली की लाइन हो, उससे हम को लाभ उठाना ही चाहिये। जो हमारे छोटे मोटे स्टेशन हों, जहाँ पर यह सुविधा बन्द की गई हो, मैं चाहता हूँ कि वहाँ पर बिजली की रोशनी की सुविधा दी जाय।

टाइम टेबल की भी कुछ छोटी मोटी बातें हैं। मैं आप को बतलाऊँ कि सलेमपुर यह एक बड़ा स्टेशन है जहाँ पर साढ़े छः लाख की तहसील वाले आदमी आते हैं। इसमें एक्सप्रेस जब गोरखपुर से इलाहाबाद को जाती है तो एक तरफ तो वह रुकती है लेकिन जब वह दूसरी तरफ से आती है तो नहीं रुकती है। इस बात में कोई तर्क नहीं है। जब वहाँ पर एक तरफ से कोई सुविधा है तो दूसरी तरफ से भी वह सुविधा होनी

चाहिये। हो सकता है कि इस से पांच मिनट की देर हो जाय, लेकिन तब भी मैं समझता हूँ कि दोनों तरफ से ही यह सुविधा होनी चाहिये ऐसे ही कानपुर पैसेन्जर की बात है। है। कटिहार से कानपुर तक की पैसेन्जर उत्तर प्रदेश की राजधानी लखनऊ से हो कर जाती है। वहाँ से दूसरी ट्रेन प्रदेश की पश्चिमोत्तरसीमा की ओर जाती है सीतापुर होते हुए बरेली को भी उन दोनों ट्रेनों के कनेक्शन के लिये मुश्किल से आधा घंटा का समय होता है और कभी कभी तो लखनऊ स्टेशन पर यात्रियों को दौड़ना भी पड़ता है। पहले तो दिल्ली लखनऊ एक्सप्रेस के सम्बन्ध में भी ऐसा ही होता था। धन्यवाद है कि रेलवे ने इसके सम्बन्ध में अब एक घंटे का समय कर दिया है। परन्तु मैं कहना चाहता हूँ कि कानपुर कटिहार ट्रेन से लखनऊ बरेली ट्रेन में कनेक्शन सेने, लिये यात्रियों को विशेष सुविधा मिलनी चाहिये। क्यों नहीं रेलवे अधिकारी इस तरफ ध्यान देते। जब हर साल दो बार इस पर विचार होता है, संशोधन होता है, फिर भी लखनऊ जैसे स्टेशन पर यह सुविधा न दी जाए यह आश्चर्य की बात है।

मेरे अपने क्षेत्र में भी भटनी एक बड़ा स्टेशन है। जंक्शन स्टेशन है। इलाहाबाद से गोरखपुर लाइन पर चलने वाली गाड़ी वहाँ आकर मिलती है। वहाँ से बरहज के लिए भी ट्रेन जाती है। वहाँ भी मेन लाइन की ट्रेन जाती है। लेकिन बरहज की तरफ जाने वाली ट्रेनों के लिए बहुत कम सुविधा है। और ऐसी भी एक ट्रेन है जो १५-२० मिनट पहले बरहज को जाती है और उस के बाद हमारी मेन लाइन की ट्रेन पहुँचती है। या तो बहुत छोटी मोटी मामूली बानें हैं लेकिन यात्रियों के लिए विशेष कष्ट की बात हो जाती है। उन असुविधाओं को दूर करना आगे

[श्री विश्वनाथ राय]

लिए बहुत मामूली बात है। इस में कुछ खर्च नहीं है। केवल इस तरफ ध्यान देने की आवश्यकता है।

साथ ही मैं रेलवे विभाग से सम्बंधित एक दो ऐसी बातें कहना चाहता हूँ जिन्हें देख कर हमारे समाज की तरफ रेलवे विभाग की उपेक्षा, उस के स्वास्थ्य की तरफ उपेक्षा, मालूम होती है। देवरिया सदर स्टेशन पर घूमने हुए मैं ने बड़े बड़े पोस्टर देखे जिन पर यह कुछ है कि शेर छाप बीड़ी पियो, पहलवान छाप बीड़ी पियो। वहाँ पर महात्मा गांधी की शिक्षा सम्बन्धी बातें, या हमारे दूसरे नेताओं की शिक्षा सम्बन्धी बातें नहीं लिखी हैं जो समाज के लिए लाभकारी हों। लेकिन वहाँ तो जगह जगह लिखा है कि बीड़ी पियो। सिनेमा की फिल्मों के दृश्य दिखायी देने हैं। सही है, कल्चर के दृष्टिकोण या कला के दृष्टिकोण से सिनेमा का प्रचार करें लेकिन बीड़ी या दूसरी नसीली वस्तुओं का प्रचार शोभाजनक और समाज के लिये हितकर नहीं है।

अब मैं अपने क्षेत्र के संबंध में कुछ अन्य बातें भी कहना चाहता हूँ। सलेमपुर की चर्चा मैं ने की। वहाँ पर शेड भी नहीं है। उस की आवश्यकता है।

श्री जगजीवन राम : बीड़ी सिगरेट तो हर स्टेशन पर बिकती है।

श्री विश्वनाथ राय : इस को भी बन्द करने के लिए मंत्री महोदय को कुछ काम करना चाहिए।

श्री जगजीवन राम : अभी आप ने कोई प्रस्ताव नहीं दिया है कि उस को रोक दिया जाए।

श्री विश्वनाथ राय : मैं रेलवे

मंत्रालय को धन्यवाद देना चाहता हूँ कि तुरहीपार स्टेशन पर एक मुसाफिर खाना तो हो गया है, लेकिन जहाँ अभी भी बुकिंग नहीं खुली है। इस पर विचार होना चाहिए। वह ऐसा क्षेत्र है वहाँ पर आवागमन की सुविधा अभी इतनी नहीं है कि जितनी और जगहों पर है। बुकिंग हो जाने से वहाँ लोगों को सुविधा होगी और उचित मूल्य पर वहाँ माल मिल सकेगा।

भटनी और मऊ बड़े स्टेशन हैं, जंक्शन स्टेशन वहाँ पर रेलवे लाइनों के बीच में स्टेशन है, दो तरफ लाइन है। इसलिये यात्रियों को आने जाने के लिये सदा लाइन पार कर के आना जाना पड़ता है। यहाँ पर ओवर ब्रिज होना ही चाहिए। मैं धन्यवाद देता हूँ कि देवरिया स्टेशन पर ओवर-ब्रिज बन रहा है। उस में भी अधिकतम भटनी और मऊ में आवश्यकता है।

एक बात मैं सारे भारत के लिए कहना चाहता हूँ। वह यह है कि जिस स्टेशन पर कोई बड़ी फैक्टरी होती है, चाहे चीनी की फैक्टरी हो या कोई दूसरी फैक्टरी हो, वहाँ बहुत यात्री आते हैं। उन यात्रियों के लिए पैसिजर हाल प्रायः नहीं है। ऐसे स्थानों पर जहाँ साल में एक दो लाख आदमी आते हैं वहाँ केवल उन फैक्टरियों के सम्बन्ध में उन स्टेशनों पर पैसिजर हाल और वेटिंग रूम न होने से यात्रियों को विशेष असुविधा होती है। इस बात को भी कार्यक्रम में सम्मिलित किया जाय कि जिन स्टेशनों के पास कोई बड़ी फैक्टरी हो, जहाँ हजारों मजदूर काम करते हैं वहाँ स्टेशन पर पैसिजर हाल और वेटिंग रूम भी हो।

कोल बंगल की चर्चा हो चुकी है। हमारे जिले में भी बहुत सी महत्कारी समितियाँ काम कर रही हैं वे कोयले की भी कमी की वजह से बन्द हो रही हैं।

उनकी तरफ विषये ध्यान देने की भी आवश्यकता है ।

अन्त में मैं रेलवे मंत्रालय को उसकी सफलताओं के लिए धन्यवाद देता हूँ । रेलवे विभाग हमारे प्राइवेट सेक्टर को भी बड़ी प्रेरणा दे रहा है इस के लिए धन्यवाद देता हूँ ।

Shri Joachim Alva (Kanara): I am very grateful to you, Sir, for giving me a chance this year also. I want to speak about a rail link for Karwar. It has rather become a hardy annual. As long as there are districts in India which are not covered up by railway, we shall certainly voice our demands on behalf of our people.

The west coast railway link plan has been completely neglected. It has entered the mind of neither the Railway Board, nor the Railway Minister nor the Planning Commission. Nothing is being done about the west coast railway. The east coast of India is fairly sufficiently covered by railway in the sense that from Calcutta to Madras and from Madras to Tirunelveli one can go across through railway as near the coast as possible. But here is a richer part of the coast of India right from Cochin to Bombay which has not been covered up by railway. In this respect, we are in the 18th century mind and 18th century planning. The planning of the railways has not yet gone forward at all, always on the ostensible plea that there is no money. But I am sure the railway officials have not taken care to travel along this route to find out the worries of the people there.

As regards Karwar, as I told you on the last occasion, we have got the wealth of the Jog Falls, the second biggest waterfalls of the globe. Then we have timber in profusion, of the highest quality, which we supply to the Western India Match Factory. We have got manganese. We have got ferro-manganese factory in Dandeli,

a Town which is going to turn out into a vast industrial town of the land. Lalbhai Patels, manganese factory is one of the largest in India. Then we have the West Coast Paper Mill, with which my esteemed friend, Shri Somani, is connected. That is also one of the largest and most up-to-date factories of Asia. Then there is Vissanjis India Plywood Manufacturing Factory, the largest unit of South India. All these are concentrated in my constituency. Dandeli was just a small forest; it was not even a village. Nobody even dared to enter it 30 years ago. But it has already three of largest industries of South India congregated there.

But what is the position of the railway from Dandeli to Alnavor, where in they have to move goods less than 17 miles? They cannot spend half a crore of rupees and make the track strong, not only the track strong but also the rail strong, with the result that the goods cannot be moved and the people are put to great inconvenience, in going from Dandeli to Haliya—Haliyal is another important Centre—and to Alnavor. The Railway Board asked them to guarantee that the goods would not be moved by motor but only by rail. How can one rationally give a guarantee like that? Certainly the industries will move their goods as quickly as they can by rail, failing which they will move them by motor. But the Railway Board says, 'No, do not move the goods by motor'. This is making an impossible demand. Everything must be judged by natural limits and by rules of proper and fair justice.

As regards Karwar, it is also a great fishing centre. Almost all the fish that goes to Bombay goes from Karwar. Karwar is one of the wealthiest spots of nature in India. As I told you on the last occasion, it has one of the best harbours of the world. Poet Tagore writes admiringly about it in his autobiography. If we spend less than Rs. 3 crores, we can make the port of Karwar perhaps one of the best ports in the world.

We just need two or three crores of rupees. On the other hand, on the Mangalore port they want to spend Rs. 11 crores, to build it into an all-weather port.

Shri Achar (Mangalore): He may ask for the development of Karwar, but not at the expense of Mangalore.

Shri Joachim Alva: We are going to spend Rs. 11 crores there where the problem of sand and silt will be there. Then again there is the question of the Mangalore-Hassan railway. Here is a booklet issued by the Mysore Government supporting the case of Mangalore as a major port written by Shri Radhakrishna, under the auspices of Government of Mysore. It contains a very revealing fact. I want to know why the Planning Commission and the Railway Board do not take note of these things. It says:

"Next to Bihar, Orissa and Madhya Pradesh, Mysore contains the largest reserves of iron ore of the richest quality".

This has about 66 per cent Iron content. Of this, Bellary alone has got an estimated reserve of over 1,000 million tons. Seven other districts in Mysore State have got less than 254 million tons. Bellary has to convey that iron ore either through Mangalore or through Karwar. It is stated:

"About 1.5 million tons being presently mined and moved to various ports. Of this, the share of Karwar is about 1 lakh tons. If rail link between Kottur-Harihar and Hassan-Mangalore is provided, deposits will be within 320 miles of Mangalore port. Provision of Hubli-Karwar rail link will make these deposits come within a distance of 200 miles of Karwar port".

Here are people who are planning for a railway of 320 miles, but will not think of planning for a railway of 200 miles. I want to know by what stretch of mathematics they want to tilt the balance in favour of Mangalore. The Hubli-Karwar line will involve only 200 miles of railway whereas the Hassan-Mangalore line will have to go 320 miles. Even stretching the Rail link from Talguppa to Sirsi will be thirty five miles. I do not know how they are going to find the money for the extra 120 miles.

We are grateful to the present Railway Minister for giving us telephones when he was Minister of Transport and Communications. I hope he will find time in his busy rounds to visit Karwar and the places from Hubli to Karwar. The railway officials, of course, have no time; they are very very busy with planning—they have no time. But I would like them to go along the route and be stranded at 2 O'clock in the morning as we, popular representatives are, with tigers in the forest, with the cars out of battery, trying to cross a river where they may be drowned, and going to another place where they may be eaten up by pythons. These are the difficulties of the people there. They do not complain; they have no mouths to protest.

Mr. Deputy-Speaker: But the hon. Member has encountered all that.

Shri Joachim Alva: Yes, Sir. I have encountered more than that. I have escaped death thrice. On one occasion, when we were about to cross a river in the rainy season in early morning in July, we said: 'Does not matter if we are drowned; at least there will be a bridge over the river'.

These are our difficulties. I would like to ask the Railway Board officials if any of them have ever gone across that area.

They go as far as is possible wherever the saloons are provided. They do not know the difficulties. They do not have even a file on Karwar in the Railway Board. (*Interruption*). They are all 18th century and 19th century files and not even 20th century files. These are the difficulties.

We want a railway line. They say there is no port. And, if we want a port they say there is no railway line. It is a very vicious circle and this vicious circle has got to be broken up somewhere at one point.

It is high time that the Railway Minister, who has been very sympathetic to our claims—he has got a large heart and will surely over-step all these consideration—should see that justice is done and that we get a railway line.

Shri Jagjivan Ram: I am thankful to the hon. Members who have taken part in the debate on the Railway Budget. Nearly 50 hon. Members of the House have participated in the debate; and from all sides there has been general appreciation of the working of the Railways. I may assure the House and the hon. Members who have been so kind to say encouraging words about the Railway Ministry that those praises and bouquets will not make us complacent; but they will encourage us to devote ourselves with redoubled energy to the task assigned to the Railways. There has been criticism here and there and it should be in a big organisation like the Railways and when the task assigned is colossal. There are bound to be lapses here and there; and objective criticism will only help us to rectify the defects and try to perform all the tasks to the satisfaction of all the patrons of the Railways.

The debate can be broadly divided into financial, operational, staff matters, amenities and demands for new lines. These are the.....

Shri Braj Raj Singh (Ferozabad): And the transport bottlenecks.

Mr. Deputy-Speaker: That is operational sphere.

Shri Jagjivan Ram: Perhaps operation will include bottlenecks and the other necks as the case may be. (*Interruption*).

I will first deal with financial matters. Shri Bimal Ghose suggested that there should not have been an increase in the rate of dividend payable to the General Revenues from 4 per cent. to 4½ per cent. I am grateful to him.....

Shri Bimal Ghose (Barackpore): The House has voted it and accepted it.

Shri Jagjivan Ram: But the Railways have in the national interests, to assist the General Revenues as well, apart from anything else. But, all the merits and demerits of this were discussed in the Railway Convention Committee, and I do not propose to go into these details. I mention this only to express my thanks to him for the kindly interest that he has been taking in Railway finance.

Sometimes casual statements are made that for all the increase in capital there will be only a small increase in the dividend from 4 per cent. to 4½ per cent. This is not a correct appreciation. When the capital increases from Rs. 1559 crores at the end of the Second Plan to Rs. 2309 crores at the end of the Third Plan there will be an increase in the dividend on two counts, firstly, *pro rata* to the increase in capital and secondly a further increase because of the increase in the rate of dividend. Thus, the dividend will increase from Rs. 56.66 crores in the last year of the current Plan to about Rs. 90 crores in the last year of the Third Plan.

Shri A. C. Guha referred to the steady fall in the net surplus from Rs. 20 crores in 1959-60 to an estimated Rs. 14 crores in 1960-61 and estimated Rs. 8.6 crores in 1961-62. He has, probably, not studied

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paragraph 2 of my Budget speech in which I have explained that the surplus in 1959-60 should strictly be taken as being about Rs. 12 crores as the Pay Commission arrears of about Rs. 8.5 crores pertaining to 1959-60, are being paid in 1960-61. In other words, the actual surplus pertaining to 1960-61 should correctly be taken as Rs. 12 crores; and for the current year as Rs. 22 crores. The surplus for 1960-61, would have been better still but for the loss of goods earnings for a variety of reasons. In 1961-62, as I have explained in paragraph 36 of the Budget speech, the reduced surplus should be appreciated in the context of the increase in appropriation to the Depreciation Reserve Fund by as much as Rs. 20 crores. In spite of this increase in the provision for depreciation, the surplus would still have been Rs. 12.5 crores if dividend continued to be reckoned at 4 per cent as in 1960-61.

Shri Guha appreciated that the Railways have paid their way and met all their maintenance, operating and depreciation expenditure and made a small element of contribution to the General Revenues over and above the interest charges. In fact, the Railways have contributed about one-third of the resources towards the Second Plan provision of Rs. 1,125 crores. Actually, the contribution would be slightly more than the amount of Rs. 375 crores which originally was fixed for the Railways' contribution towards the resources of the Second Plan.

I have to refer also to Shri Guha's criticism about the mounting operational expenditure. A few other members have also referred to this. He agreed that the *per capita* pay of the staff cannot be reduced at present. But he suggested economy in the use of stores and in the number of staff. I would only draw his attention once again to page 51 of the Review in where it has been indicated how the increase from year to year in the

overall staff strength has more or less kept pace with and even has remained somewhat less than, the increase in the total train miles. It is also obvious that increase in our operating expenses cannot be prevented when there is an increase in traffic requiring incurrence of additional expenditure. What has been explained in detail in the Review is that the increase in staff and in other expenses has reasonably kept pace with the increase in the quantum of work which the Railways have been called upon to perform.

While a good deal has been done by way of economy both in respect of staff and on stores, I do not say that there is no further scope for economy either under fuel or under administrative expenditure or stores, as suggested by Shri Guha and by others.

I shall devote some time to deal with certain points raised by Shri Naushir Bhanusha who is generally well informed but who surprisingly seems to who have either misunderstood or mis-interpreted certain figures. He has referred to the depreciation provided during the Second Five Year Plan, which he considers inadequate. I would like to make one or two points on this subject. On the Indian Railways we provide something more than just the depreciation appropriate to the original purchase value of the assets. We make actually a provision which is adequate in practice to replace the depreciated assets at current prices which are often 3 to 4 times the original book value. More than this, on the recommendation of the 1949 Convention Committee we have thereafter been covering from the depreciation fund itself even the improvement element included in the assets. In other words, the depreciation fund finances the improved assets which are acquired in replacement and that at current prices. For 20 years and more, all replacements which have been made including, as explained, inflation element and the improvement

element, have been financed wholly from the depreciation fund which has proved adequate over such a long period. It has not had to borrow or find funds from any other source. This proves the adequacy of the fund. Further, looking at the matter from another angle, we shall be appropriating towards depreciation fund during the Third Five Year Plan period, a figure which is on the average about 3.5 per cent. of the capital at charge during the five year period. There is nothing incorrect or illusory about provision for depreciation. Consequently, the surpluses taken over a number of years are not as illusory as Shri Bharucha makes them out to be. He appears somehow to have got some impression or at any rate he has sought to convey the impression that the surplus during the last five years was a total of Rs. 20 crores. From para 7 of my Budget speech it would have been clear on the other hand that the total surplus during the last five years amounted to Rs. 76 crores. I need not deal with the argument which appears to have been based on this error.

Shri Naushir Bharucha (East Khandesh): I stand corrected.

Shri Jagjivan Ram: He has referred to the income from the first class passenger fares and has pointed out that the receipts have not increased more than about Rs. 2 crores. The actual increase in receipts from first class non-suburban passenger has been 34 per cent. between 1955-56, and 1957-60—that is, in four years. It should not be forgotten that there has been no change in the rates of passenger fares since 1955-56.

I do not know why he says he is puzzled by the figures in the 1961-62 Budget for expected receipts from third class passengers. He has himself referred to the fact that the budgetary receipts include results of the merger of the passenger tax from which collections Rs. 12.5 crores are to be made available to the State Governments. This fact then of the merger of the passenger tax is the

explanation for the expected large increase of the 13 crores in the coming year in the passenger receipts.

13.43 hrs.

[**SHRI MULCHAND DUBE** in the Chair]

He has also commented that the expenditure on salaries and wages has gone up in the last 4-5 years by only 22 per cent but the expenditure on fuel has gone up very much more. He has himself referred to the fact that coal prices have been put up a number of times. Perhaps he has not had time to study the very detailed analysis that has been made of the increase in the expenditure on fuel in the last 5 years which is to be found at pages 38-43 of the Review that has been circulated to the hon. Members on the performance of the Indian Government Railways.

I am briefly mentioning these points because the question of economy has been raised by several hon. Members. There has been a large increase in the quantum of Traffic and as the Review brings out, the quantum of coal consumed increased by about 53 per cent in 1959-60 over 1950-51 whereas the gross ton miles have increased by 63 per cent. The improvement could have been more but for one factor which the Review brings out precisely—that is the decrease that there has been in the last few years in the supply of selected grades of coal to the Railways and the increase that there has been in the supply of lower grades of coal. This is a factor which naturally increases the quantity consumed and further,—such is the present price structure of coal also the total cost of the coal consumed.

I want to clear another misunderstanding which has arisen out of the recommendations of the Railway Convention Committee regarding the dividend payable on new lines which have been deferred for five years. Perhaps it is felt in some quarters that so long as the line will not pay its way, dividend will not become payable. That is not the position. The

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clarification made by the recent Convention Committee does not at all mean this. The position is that from the 6th year onwards the railway must pay the full dividend on all new lines, even on unremunerative new lines. If, however, a line turns out to be remunerative and further it makes something more in profit than is adequate to cover the current dividend, the railways must go further and pay not only current dividend on the capital assets of this line but pay also the dividend that would have been due in the first five years of the working of the new line but for the dividend deferred.

Shri Naushir Bharucha: The explanatory note does not say that. Even on the first page you say:

"It has also been clarified by the 1960 Committee that the Dividend on new lines, deferred for a period of five years, which is to be calculated at the rate of interest charged to Commercial Departments under the recommendations of the 1954 Committee, would become payable only if the net income of these lines leaves a surplus....." It may not leave a surplus at all.

Shri Jagjivan Ram: I wanted to clarify the position. I think I have made the intention clear.

The question has also been raised whether the increase in the traffic has been commensurate with the increase in the capital investment of the Railways and I would like to give some figures, which may be of interest to the House. I have recently had a study made of the physical assets utilised today for carrying each million net tons miles of goods per day as compared with the position just before the war and on the eve of the First Plan and of the Second Plan. In 1938-39, 66 broad-gauge locomotives were used for hauling one million net ton miles of goods per day. Today only 43 steam locomotives are required by about 87 per cent but the in-

improvement is mainly due to the better utilisation of locomotives and ment that there has been in the tractive effort. As for wagons, 2849 wagons in terms of broad-gauge four wheelers used to be for moving one million net ton miles of goods per day in 1938-39. In 1950-51 the figure was 2304 and it came down further to 1848 at the end of 1955-56. It diminished further to 1686 broad-gauge four wheelers in 1959-60. Similar improvement in the utilisation of the metre-gauge wagons has also taken place, notwithstanding the great increase in the haulage of coal and ores with its significant effect on the increase of empty haulage in the reverse direction.

As for running track, the traffic now put through, say 1000 running track miles of broad-gauge, is almost 70 per cent more than it was on the eve of the First Plan and almost three times that of 1938-39. In other words, there is increasingly better use of our physical assets of the locomotives, wagons, tracks etc.

Thus it is that the increase in capital in the 10 years of the two Plans proportionately less than the increase in traffic notwithstanding the great and inherent disadvantage that capital today fetches only one third or one-fourth of the physical assets that it would procure before the war. A great proportion of the capital at charge of Rs. 834.1 crores in 1950-51 reflected the capital assets acquired at prewar prices whereas the subsequent addition of capital in the two Plans has been Rs. 727.7 crores. Nevertheless, as I said, the increase in traffic carried is more than the increase in capital. The railways are striving to improve further even on the current efficient utilisation of physical assets. This is the correct explanation of para 31 of my budget speech which Shri Naushir Bharucha has either misunderstood or misinterpreted.

In the period of two Plans, the capital at charge as per books has increased for carrying the same traffic. The

Discussion

increase in capital as adjusted for 1938-39 costs come up to 33 per cent. The actual increase in goods traffic carried by the railways is 100 per cent which exceeds even the increase in booked capital. The gross traffic receipts which depend on the rates in force from time to time and are also affected by an increase in the quantum of low-rated traffic, and more so if they are carried over long distances at a steeply telescopic rates, cannot be the correct criterion to judge the utilisation of additional capital. It should rather be the increase in physical performance which, as I have stated already, exceeds the increase in capital.

The write-back of the cost of certain new lines from the development fund to the capital, to which also attention was drawn, has to be understood in the background that this is in keeping with the principles adopted on the 1954 Convention Committee's recommendations, that is, that the cost of all new lines should be charged to capital from the very beginning. It is also in line with the Auditor-General's suggestion for wiping off this loan by charging it to capital account to the extent justifiable. From the point of view of the railways, the write-back means that the development fund will save the loss of interest on the fund balances correspondingly at the average rate of Government borrowings, but, on the other hand, the railway will pay dividend at a higher rate of 4½ per cent on the amount transferred to capital. Certainly, the general finances stand to gain by this arrangement.

Shri Naushir Bharucha: Not very satisfactory.

Shri Jagjivan Ram: There are one or two special aspects of the financial results to which attention has been drawn. Shri Asoka Mehta suggested that the results of the working of individual zonal railways might be incorporated in the budget speech. An attempt has been made in the concluding paragraph of the Review which has been circulated with the budget docu-

ments to indicate the special features of certain railways like the North-Eastern and the Northeast Frontier Railways. The financial results of all the railways are given in the explanatory memorandum on their railway budget. In particular, the hon. Member asked why the net loss which was about Rs. 9½ crores in 1957-58 on the combined North-eastern railway should have practically doubled in 1959-60 after the bifurcation of this railway. This net loss is computed with reference to the earnings and expenses. The earnings of the two bifurcated railways together amounted to about Rs. 29.5 crores in 1959-60 against about Rs. 32.5 crores of former North eastern Railway in 1957-58. This difference is not due to any fall in traffic, but due to the fact that the work of apportionment of the earnings attributable to other railways on through traffic, which was in arrears in 1957-58 has been over taken and the inflation in the figure of the North eastern Railway's earnings in 1957-58, by a corresponding reduction in other railway earnings was adjusted. This in itself accounts for Rs. 3 crores out of the Rs. 10 crores.

As regards working expenses, the expenses of the two bifurcated railways, as compared to the combined railway, increased in this period by about 18 per cent: i.e. Rs. 5.8 crores by as against a ten per cent increase on the Indian railways as a whole. There was no appreciable increase in administrative expenditure on account of the bifurcation, but the special features of repairs and maintenance account for a large portion of the increase in expenses. The reasons for the working expenses increasing in the case of these railways at a faster rate than on other Indian railways are given in some detail in the concluding paragraph of the Review to which I have already referred to. In particular, the measures for strengthening certain sections on the Assam rail-link which have been undertaken since 1957-58 are resulting in substantial addition to the assets involving in turn an appreciable

additional expenditure on repairs and maintenance. I want to add however, that I am not contenting myself with this broad analysis of the matter and I shall arrange for a special study being made on these two railways to see if there is scope for bringing down their working expenses.

These are the main financial aspects that were raised here. Apart from them, the hon. Members, when they spoke raised the question about the various local requirements like sheds on platforms, expansion of goods sheds, amenities at the stations, whether in the south or in the north, etc. In the climate of our country—somewhere it is heavy monsoon or somewhere else there is scorching heat during summer—one can understand the necessity of providing sheds on platforms, or even providing covered accommodation for the goods sheds. It may not be possible to provide these sheds in all the stations during a short period. But what I propose to do is to provide on a programmed basis, the shed accommodation at the stations, and also to provide the minimum amenities for the passengers.

Some hon. Members mentioned about the difficulty of drinking water on certain sections. Orders were issued last year to the railways—and these have been renewed—that before the summer sets in adequate arrangements should be made at all stations for the supply of wholesome drinking water and that where necessary, tube-wells should be sunk or small hand-pumps should be provided.

Then there is the question of provision of overbridges at level crossings. This question is often raised, and I want to inform the House that so far as the railways are concerned, we are prepared to provide overbridges at level crossings if the State Governments or the local authorities concerned are prepared to contribute their share or incur the expenditure necessary for raising the level of the

road or depressing it as the case may be. As a matter of fact, we have addressed all the State Governments to prepare a list of all the overbridges or underbridges that they will require on the level crossings in their States, to determine the priorities of those overbridges and to provide the requisite sum of money in their plans.

Shri Rajendra Singh (Chapra): What would be the share of the States in this matter?

Shri Jagjivan Ram: If the hon. Member will try to understand what I am saying, he will find that it is very difficult to fix any percentage. What the railways are to do is, to provide the bridge, while what the State Governments or the local authorities are to do is that they should provide the approach roads. Therefore, there is no fixed contribution. In rural areas, the cost may be a nominal one, in urban areas or in big cities, their cost may be perhaps several times more than what it would cost the railways.

But the proposition is very simple. Some friends raised a specific question about overbridges whether in Punjab, Madras or elsewhere. But this is the one principle. As soon as the State Government or the local authority approach the railway, they have to fix the location of the overbridge to be constructed.

Shrimati Parvathi Krishnan (Coimbatore): Where the overbridge is at a point where it has to cross a national highway, would it be the responsibility of the State Government or the Central Ministry?

Shri Jagjivan Ram: Where a national highway crosses, it will be the Transport Ministry. The hon. Member is fortunate in that.

Shri Chintamani Panigrahi (Puri): What about others?

Shri Jagjivan Ram: Others also may approach the Transport Ministry as well.

Then, there were requests for stoppage of trains at certain stations. There the railways are in a very unenviable position. People want faster trains and at the same time they want trains to stop at short distances. Both cannot happen. The other day some hon. Member was saying that he was not able to tour his constituency because a certain mail or express train does not stop at a particular station. It becomes difficult at times to accede to all the requests for stopping a mail or express train, because if all the requests are acceded to, the train ceases to be an express train. (*Interruption*). Where it is possible, the time of stoppages should be reduced and if within that period, we can provide some halts at some stations, we can do that. Again, the question is, if a request is made for stopping an express or mail train at a particular station and if we find that the traffic at another station is much larger, than at that station, then justifiably we cannot stop the train at that station and not at the station where the traffic is larger. If we stop it at both places, the train ceases to be an express or mail train. However, I would ask the Railway Board to examine whatever suggestions have been made and do whatever is possible.

Suggestions have been made for the introduction of additional trains as well. As hon. Members are aware, every year we are introducing new trains or strengthening the existing ones by adding more coaches to them or by extending their runs. All these suggestions will be considered and wherever it is possible commensurate with the availability of rolling stock and track capacity, additional trains will be introduced.

The most important aspect from the Members point of view was the demand for the construction of new railway lines. I asked the Railway Board to prepare a list of all the railway

lines, demands for which have been made in this session. It does not include the various demands that have come to us from the State Governments and the demands made by hon. Members in the past. This list relates only to those new lines which have been proposed during the current discussion and it comes to 1190 miles of metre gauge which will cost Rs. 108.6 crores and 777 miles of broad gauge, which will roughly cost Rs. 89.8 crores. The total comes to 1975 miles costing Rs. 198.4 crores. Roughly the demands for the construction of new railway lines during the present discussion only come to nearly 2000 miles costing nearly Rs. 200 crores.

An Hon. Member: That is not much.

Shri Jagjivan Ram: I wish I could get this amount from the Planning Commission. I wish that the resources available with the Planning Commission will permit them to make this allocation. I have already said in my budget speech that we are considering undertaking a few additional lines during the third Plan period, and we have already approached the Planning Commission. As I have stated, I am more or less confident that some additional allocation will be made to the Railway Ministry for undertaking new railway lines not yet included in the third Plan. More than that, it will be difficult to say at this stage.

Shri T. B. Vittal Rao (Khammam): You will get the sanction in the fifth year of the third Plan?

Shri Jagjivan Ram: I am expecting it to be made in the first year itself.

Then, the question has been raised, where roads are fully developed, why railways should be constructed. My hon. friend, Shri Alva, who has conveniently disappeared, was saying that the railways say that they will undertake the new metre gauge line from Dandeli, if there is an assurance from the State Government that permits for road transport will not be liberally

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issued. I do not think there is anything in that to which objection could be taken. There is a line which at present belongs to the Mysore State Government and which, if taken over by us, will require immediate rehabilitation. Unless we are sure of the profit that will be available to the railways, the railways could not be expected to go and invest money in that. The traffic available will be mainly from one or two industries in that area. If the railways are only to transport the raw material for the industries and if the finished products are to be transported by motor transport, surely the railways will have to consider whether to take over that line or not. I do not think there is anything in it to which objection can be taken.

When undertaking construction of new railway lines, naturally the economics of that line will have to be studied. What we mean by traffic survey of a proposed new line is a survey to find out the traffic potential in that area, whether it will give adequate return on the cost of the railway line or not, whether the railway line will be remunerative or not. These are preliminary factors which any prudent businessman will consider and I am surprised that at times objection is taken to it by some Members. They want to have one set of ethics for themselves and another set of ethics for the railways. They plead for freedom to transport their traffic by any mode of transport they like. Certainly, you have your freedom. But, will you give the railways the same freedom to some extent? No. So, there are two standards.

Shri Frank Anthony (Nominated—Anglo-Indians) Double standards.

Shri Jagjivan Ram: Yes double standards. I was making a mention of this in connection with the construction of new railway lines. I have felt at times that the railways not being a purely commercial organisation but also a utility concern, at times railway lines which may not be

justified purely on economic considerations may have to be undertaken by the railway. But that is another matter.

In this connection, while talking of railway development and road development one comes to the question of coordination between different modes of transport. Shri Asoka Mehta and Dr Krishnaswami made a brief reference to the interim report of the Neogy Committee. The Neogy Committee has made no recommendation. In the report what they have done is to pose various questions before the nation.

Shri Bimal Ghose: That will come in the final report.

Shri Jagjivan Ram: The final report will come. But this is only an interim report in which they have made no recommendations. They have only analysed the problem and put a number of questions so that the country may engage itself in thinking of those questions. I am not going into the details of the interim report. What I am saying is that in our country at present there is full scope for the development of all modes of transport and if at times the question of coordination is brought up, I feel perhaps it is for the co-existence of the most primitive and the most modern modes of transport. Because, there is scope for them. Starting from the bullock-cart and even the headload of men and women and ending with aircraft transport, there is scope for all modes of transport in our country at present. I do not see any reason why one should be apprehensive of any competition between different modes of transport if they are developed sensibly and rationally. So, there is scope for development of all modes of transport. As I have said, in the present state of development of our country, there is scope for the bullock-cart, for motor transport inland transport, coastal shipping, railways, everything. But one has to very objectively study

the question and see that every area is provided with one or more than one mode of transport in order that transport difficulty does not lead to bottleneck in the economic development of the country.

Connected with the construction of new railwaylines is the question of conversion of some of the narrow gauge or metre-gauge railway lines into broad-gauge or metre-gauge lines, as the case may be. That question is also constantly studied and wherever for creating more line capacity conversion is necessary, that is undertaken.

On track renewal, there is some time lag in fulfilling the target of track renewals. But I am assured that by the end of this year we will be able to do about 8,000 miles of track renewal.

Then the question of the strength of the railway lines was raised, especially that from Poona to Bangalore. I have got all the details with me. The programme to strengthen or re-lay the line is being done on a programme basis. Certain sections have been re-laid and certain sections have been strengthened; other sections are to be taken up during the Third Plan for re-laying and strengthening. That applies to all other section also. As I said, broadly where it is felt necessary that the work has to be done, it is undertaken.

Some friends have raised the question of nationalisation of narrow gauge railway lines and in that connection one or two specific railway lines were mentioned. Shri Elias made mention of one line.

Shrimati Parvathi Krishnan: Yes, he is nodding his head also.

Shri Jagjivan Ram: I may inform him that there are two or three types of railway lines. In one case, the type which he referred to, the agreement

is not with the Government; it is with the district board. At the expiry of a certain period the district board will have the option to purchase that railway line. The ten-year period will lapse after two or three years. I am sure that Shri Elias will be particular to see that at the expiry of that period the district board gives notice to take over the railway.

Shri Muhammed Elias (Howrah): The district board cannot buy the railways.

Shri Jagjivan Ram: They have to extend the time. Either the district board gives notice one year earlier before the date of expiry of the agreement or they extend the period.

Shri T. B. Vittal Rao: Where there is no district board?

Shri Jagjivan Ram: Then there are certain railways who have agreements with us. I was looking into that matter and I found there are 10 or 11, in all, of such lines throughout the country. The period of expiry of agreements start from 1962, and go on to 1963, 1964 like that for different railways. So, there is time to consider whether to give notice to take them over or not. At present the policy has been not to waste our good money in taking over railways which are badly in need of rehabilitation. Because, I know that according to our railway standards most of the railways we will not be able to run. Therefore, it is not worth spending our money in taking over those railways, because that money can better be utilized in construction of new railway lines. But, as and when the time comes, if on examination it is found that it may be necessary to maintain the railways in the interests of the area concerned—perhaps there may not be other means of transport in that area—in that case, the Government will consider the advisability of taking over the narrow gauge railway-lines.

The proposed agreement for through traffic from Pakistan to Pakistan

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through India and from India to India through Pakistan has agitated the House very much. At this stage I will not say much about that except that in considering the question of ratifying that agreement Government will naturally take the feelings of the members of this House into consideration and will see that the interests of the nation are not jeopardised in any way.

Dr. M. S. Aney (Nagpur): May I ask of the hon. Minister whether the agreement has taken place and only ratification remains?

Shri Jagjivan Ram: I am afraid, the hon. Member has not followed me. I have said "before the Government ratifies the agreement. So, it means that the agreement has not been ratified by the Government. It has been stated several times in this House, more than once that delegations from the two governments met, discussed, either in India or in Pakistan and they drew up certain proposals and unless those proposals are accepted by the Government, there is no agreement (*Interruptions*).

That is what I say. It is a proposal by the officials which has not been accepted by the Government as such. So there is no agreement. That is what I have stated in reply to a question in the House. Every aspect of the question will be taken into consideration when either today or tomorrow or after some time we consider the question of ratification of that agreement. More than that I will not say at this stage, except, that the country, interests will always be kept supreme.

One aspect of the railways' responsibility in a planned economy will have to be appreciated. Ordinarily people think that the railways should move all the traffic that offers. Shri Bharucha also thinks so. When the country is proceeding on the basis of a planned economy and development, when we are having successive Five-Year Plans it means that by and large

our production is planned—I am not speaking of any particular commodity; but generally our production is planned—our distribution is planned and the means of distribution, that is, transport, are also planned. Our resources are limited and therefore priorities have to be fixed. We have to see what the size of the Plan should be and what the resources available for the Plan are. With the conflicting demands of the various interests, like, industry, mines, agriculture, or transport viz. coastal shipping, railways, motor transport etc. resources being limited priorities have to be fixed. That one important aspect should not be forgotten while suggesting that the railways should prepare themselves to lift all the traffic that offers in the country.

Shri Naushir Bharucha: Do you suggest that planning is faulty?

Shri Jagjivan Ram: No, I am not suggesting that planning is faulty.

Shri Naushir Bharucha: More production and less capacity to carry means that planning is faulty.

Shri Jagjivan Ram: I do not know whether planning is faulty or understanding is faulty.

An Hon. Member: Whose understanding—this side's or that side's?

Shri Jagjivan Ram: Of course, that side's.

When resources are limited, you have to fix priorities. The railways are not in a position to lift all the traffic that offers in the country.

Shri Braj Raj Singh: I do not think anybody demands that. Nobody demands that. But under the system of priorities fixed by them they must fulfil their target. That is the point. I think this is a matter which is agitating the mind of the country.

Shri Jagjivan Ram: No, that is not the point. **Shri Bharucha** said that the railways should lift all the traffic. I say that we are not in a position to lift all that traffic because we do not have the resources to create the capacity.

14.25 hrs.

[MR DEPUTY-SPEAKER in the Chair]

Shri Naushir Bharucha: All the traffic offered as a result of the Plan must be carried by you. You cannot deny that. If you say that it is more than what your capacity permits, it means that planning is faulty.

Shri Jagjivan Ram: What I am bringing home to **Shri Bharucha** is that the first principle will be.....

Mr. Deputy-Speaker: All that is said should be addressed to the Chair.

Shri Jagjivan Ram: Yes, Sir. That is why I have not said 'You'; I have said 'Shri Bharucha'.

I was trying to explain so that the House may appreciate that when we are proceeding on the basis of successive Plans, when a task is assigned to the railways saying that the railways will have to move so much of traffic and when even the different commodities and their quantities are decided roughly, it is very difficult for the railways to move all the traffic that is offered.

Now, a shortage of coal has been felt in different areas of the country. I would like to explain what the position is without apportioning blame. The position is that according to the Second Five-Year Plan the target fixed for the production of coal in the last year of the Plan was 60 million tons. Based on a production of 60 million tons, the railways were to move 55 million tons of coal. The House is aware that in 1958 there was an economic recession. At that time a reappraisal of the Plan was done by the Planning Commission. During the reappraisal of the Plan the Planning Commission felt that the production of coal will be three to four million

tons less than the target fixed for the industry. It was decided then that the production will be 56 million tons. Based on an anticipated production of 56 million tons of coal in the last year of the Second Five-Year Plan, the target for the railways to move coal was fixed at 51 million tons. This 51 million tons comprised of 9 million tons for the steel factories and 42 million tons for the consumers other than the steel factories but including the railways. The railways were assigned the task of moving 51 million tons in the last year of the Second Five-Year Plan and what I was going to inform the House is that we have moved this.

An Hon. Member: Have you?

Shri Jagjivan Ram: Yes. 9 million tons was for the steel factories, but the steel factories did not require 9 million tons. They required only 7.5 million tons.

Shri Naushir Bharucha: You have now come to saying that the implementation of the Plan is faulty.

Shri Jagjivan Ram: We have moved 42 million tons for consumers other than the steel factories. So far as the steel factories are concerned, at present their demand is 7.5 million tons, but even if it comes to 9 million tons we are prepared to move that much. That is the position. But it does not give me satisfaction to say that we have fulfilled our task when I find that shortages are being felt in different areas of the country.

Then the question was raised about moving coal to Kanpur. I would like to say that for moving coal to Kanpur it has to be moved above Mughal Sarai. The capacity of Mughal Sarai was fixed at 1900 wagons a day and we have reached that target by and large. But the requirement of 1900 wagons is not only for UP, Punjab and Rajasthan but it is also for Central and Western India. What I suggested in the other House was that if the requirements of Western India are switched over from Raniganj and

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Jharia coal-fields in Bihar and Bengal to Chanda and Pench Valley coal-fields in Central India, perhaps the railways will be in a better position to move more coal to Western India.

Shri Bimal Ghose: Has the difficulty arisen because what was originally suggested in the Plan for meeting the requirements from Bengal and Orissa coal fields has not materialised? Is that so?

Shri Jagjivan Ram: Shri Bimal Ghose got the report of the National Coal Development Corporation. He will look up as to what the planned production in the different coal-fields was and what the production in the different coal-fields has been. But the capacity of the railways was fixed at 1900 wagons per day and we have by and large reached that target. But all the same demand has increased in different areas. Let us appreciate that important factor, namely, that demand for coal has increased in every area for industries. It is to the good of the country that a number of small-scale and cottage industries have come up. They require more coal. Prosperity has increased in the rural areas. People want to construct pucca houses instead of kutchra houses. Therefore they require more coal. But, as I have stated, with the allocation made to the railways and the targets fixed for them today, I am not in a position to move more than that. I am very frank with the House. We have to create additional capacity for moving additional quantity of traffic and certain actions are being taken. As I stated in the other House, above Mughalsarai I will be in a position to do 150 to 200 wagons more if a new line, which is getting ready, becomes available, and by July I will be able to do more.

The condition in U.P., Rajasthan and Punjab will very much improve if the supplies for Western India are met from the Central India coalfields. Again, there is the difficulty in the south. If the south could be catered

from Singareni coalfields instead of from the Bengal-Bihar coalfields, perhaps the Railways will be in a better position . . .

Shri Sinhasan Singh (Gorakhpur): Who is responsible for the allotment of these coals. Instead of from Madhya Pradesh to Rajasthan they allot from Madhya Pradesh to Uttar Pradesh, and from Singareni to Bengal. Who is responsible for this?

Shri Jagjivan Ram: The allotment is made by the Coal Commissioner and not by the Railways. I am just giving the factual position. Perhaps we will be able to do better . . .

Shri Braj Raj Singh: Sir, on a point of order. Do we take it that the Coal Commissioner is coming in the way? The hon. Minister has said like this in the Rajya Sabha, and he has been saying this in answer to questions and now also. This means that there is some sort of stumbling block put by the Coal Commissioner and he is not allowing the Minister to do the right thing. Within one Government these things cannot be allowed. The country is not interested as to who is at fault, whether it is the Coal Commissioner, the Railway Minister or the Steel Minister. We are entitled to know why it is not being done.

Mr. Deputy-Speaker: I would have allowed this interruption even if the hon. Member had not raised it by way of a point of order.

Shri Braj Raj Singh: Sir, I wanted to know . . .

Mr. Deputy-Speaker: I do feel as much as the hon. Member does. Surely, I sympathise with him. Yes, the hon. Minister.

Shri Jagjivan Ram: I am not blaming anybody. That is the farthest from my intention. The hon. Member wanted to know who makes the allotment. I am only giving the factual information that the allotment of wagons from the collieries to the consumers is made by the Coal Com-

missioner and that the Railways have nothing to do in the matter. That is the factual position.

Shri T. B. Vittal Rao: Only one clarification. The Railways have been asked to move during the Second Plan period 162 million tons. But they are going to move, at the end of the Second Plan period, only 154 million tons. There is a shortfall. Where was it? After the reappraisal of the Plan, the target allotted to the Railways was never brought down.

Mr. Deputy-Speaker: He has said that from 60 million tons it was brought down to 56 million tons, and the share allotted to Railways was ...

Shri T. B. Vittal Rao: When the reappraisal took place the target for coal was lowered, but the target for Railways was never touched. 162 million tons of originating traffic they have to move.

Shri Jagjivan Ram: I was talking of coal. So far as the other traffic is concerned, with regard to the shortfall in regard to other goods traffic, some explanation has been given in my speech and in the review as well. So I am not going into that. There has been some shortfall and the reasons for that have been given.

Shri Bimal Ghose: Where is it?

Shri Jagjivan Ram: I may inform the House that this question is being examined at present at the highest level—how we can increase the transport capacity and how coal could be transported by all possible methods, whether by rail or to short distances by road or by coastal shipping. This question is being examined at the highest level.

Shri Asoka Mehta raised a question about the short-fall in the expenditure on the Railway workshops. There has not been much shortfall, because up till now we will be spending nearly Rs. 50 crores. What he referred to was perhaps only the works side. But the expenditure includes plants and machinery as well. There will be a

shortfall of Rs. 15 crores. That is deliberate. I took certain actions in order to increase efficiency and greater utilisation in the workshop of plants and machinery. As a result of that it may not be necessary to spend the entire amount allocated for that purpose.

A question was raised about the maintenance of rolling stock. I will refer the hon. Members to the Review that has been given and if they will look to the figures they will find that the maintenance has been quite satisfactory, because the cases of failures have been much less.

About research, Standard and Designs Organisation, I may assure the House that I will see that the work of research does not suffer for want of funds.

Again, some Member raised the point that a provision was made for the Railways participating in the Road Transport Corporations ...

Shrimati Parvathi Krishnan: Before the hon. Minister goes on to that, with regard to this question of the Research and Designs Organisation we would like to know more about what actual action is taken on the work that is carried out by that Department; because we are told only generally that work is being done something is being taken up. We want to know specifically what is the work being taken up so that we are able to make use of that, because otherwise we will be left in the dark.

Shri Jagjivan Ram: I will satisfy the hon. Member's curiosity. What I am proposing to do is that from next year, along with the budget papers I will circulate a brief note about the activities and achievements of these.

Shrimati Parvathi Krishnan: Not too big.

Mr. Deputy-Speaker: "Brief" does not mean big.

Shri D. C. Sharma (Gurdaspur): She may not be there.

Mr. Deputy-Speaker: I hope to those who are not here it would be posted.

Shri Jagjivan Ram: About our participating in the Road Transport Corporation, the amount was only Rs. 6 crores and we have up till now spent nearly Rs. 5.73 crores in the Road Transport Corporations of the various State Governments.

Shrimati Parvathi Krishnan raised the question of speed of goods trains. Without quoting figures I will refer her again to the Review. Perhaps she looked only into the figures of speed of goods train, and she did not look into the figures of train miles per running track miles. If she reads both the figures together, perhaps she will find a reply to her own question, and there will be no cause for any bewilderment for her. Because, it is well known that speed suffers when density increases, and if she relates both the figures she will find that the speed has not suffered to that extent to which density has increased. There has been much more increase in density and the fall in speed has been much less. Therefore, I do not want to quote the figures. But again I may assure her that it will be our constant endeavour to see that the speed further increases.

Shri Frank Anthony complained that there was shortage of running staff. I think he is misinformed. We have put a ban on recruitment, no doubt. But, no ban has been put on the recruitment of operating staff. Ban is put only on the office or clerical staff, peons, orderlies, and things like that. There has been no ban on operating staff. Nobody can think of putting a ban on the recruitment of operating staff because the Railways cannot function. He is misinformed.

He and some other Members perhaps mentioned that in my Budget speech, no reference was made to the strike. I did not feel any necessity for that. After the strike, the matter was discussed in this House in great detail. After that, I thought, let normalcy come in the Railway why should we go into history. Shri Asoka Mehta mentioned, quoting figures of man-day lost in the Railways in 1958-59 that if

the conditions were so good how is it that the railwaymen did go on strike. It is well known that the strike call did not come from the railwaymen themselves alone. It was a concerted action of all government employees.

An Hon. Member: Sympathetic strike.

Shri Jagjivan Ram: The railwaymen also joined it. As a matter of fact, I have several times put this frank question to some of the railwaymen themselves. But for this Pay Commission question, perhaps, there was nothing outstanding in the Railways which might have affected the relations on the Railways to such an extent that the railwaymen may have been compelled to go on strike. I have been always analysing it. Because, I have got, on the whole, to maintain good relations with railwaymen. I know they have to carry the entire burden and unless they are satisfied nothing could be done. I will only implore Members of the House not to talk too much of dissatisfaction and discontent. In a huge organisation like the Railways, where we have more than a million workers, some people may have some grievance here and there. That cannot be ruled out. I cannot envisage any stage where any man in charge of Railways can say that there is nobody in the Railways who has any grievance. That will be impossible. That would be thin kind of something utopian. By and large, the relation in the Railways have been quite satisfactory.

Then, again, some of my friends raised the question of victimisation of the strikers. I wish this word victimisation . . .

Shri S. M. Banerjee (Kanpur): I said harassment. Please read my speech.

Mr. Deputy-Speaker: If that is objected to?

Shri S. M. Banerjee: That is a very mild word.

Shri Jagjivan Ram: This one word 'victimisation' is one on which some of the trade union leaders and workers have to thrive. I will not say that it should be banned. But, I think it is the farthest from our intention to victimise a railwayman merely on account of the fact that he went on strike or joined the general strike. There were cases and the House is aware because a statement was laid on the Table of the House giving details of the objectionable activities of some of the railway workers who went on strike. Action will have to be taken in those cases. Exaggerated figures are being given that so many people have been dismissed or discharged or suspended. Out of 746 persons who were initially removed or dismissed as a result of conviction and other causes 628 have already been reinstated. That leaves a balance of 118 employees only.

So far as staff under suspension is concerned, some friends gave very large figures. At present, the number of staff under suspension is only 195. Out of these, 37 are those against whom police cases are pending in the courts. We have already asked the Railway administrations concerned to contact the State Governments and to see that these cases are expedited. Even in these 195 cases, we have asked the Railway administrations to expedite final action in all matters. It is a matter of great satisfaction, no doubt to me and to the country, that during the strike a very large number of railway staff worked and were not influenced or persuaded or coerced to absent themselves from duty.

Shri Rajendra Singh: No, Sir, they were intimidated, coerced not to go to duty.

Shri Jagjivan Ram: The hon. Member was perhaps trying to persuade them not to go to their work. Let him admit failure. I am not going into that. I was going to say that a very large percentage of railwaymen attended to their duty. Their work has been appreciated in various ways.

Shri Frank Anthony was making a complaint. I say, it has been appreciated in various ways. Perhaps, he is aware of that.

Shri Frank Anthony, perhaps, suggested that there should be some independent impartial appellate authority. Perhaps, he is not aware that one such authority exists in the Railways. It already exists. Where a Class III employee does not feel satisfied with the decision taken his appeal, he can write to the General Manager that his case should be referred to the Railway Rates Tribunal, which is an independent impartial authority with a High Court Judge on it. We have that facility already.

I am afraid, I am exceeding my time.

Shri Muhammed Elias: What about recognition of unions and the Federation.

Shri Jagjivan Ram: They will have to wait for some time more, before the question could be considered by the Government whether to give them recognition or not.

Shri S. M. Banerjee: Speaking about recognition, it is admitted by the Railway Minister that there is no forum at present by which the employees can possibly represent their grievances. I only wanted to know whether the negotiating machinery or monthly meetings should not be allowed till recognition is restored.

Shri Jagjivan Ram: The employees are always free to represent their grievances to the proper authorities and they are free to write to me as well.

Mr. Deputy-Speaker: Now, the general discussion is over.

Shri Muhammed Elias: No, Sir; he has not yet finished.

Mr. Deputy-Speaker: I thought he said that he had transgressed the time.

Shri Jagjivan Ram: I am concluding, Sir.

Shrimati Masda Ahmed (Jorhat): We are disappointed that the hon. Minister has not said anything about the Diversion line which I suggested.

Mr. Deputy-Speaker: That may perhaps come later. Sometimes, we have to face disappointments.

Shri Jagjivan Ram: I have covered line trains.

Shrimati Masda Ahmed: Apart from the Naga troubles, that line is necessary from the point of view of linking more towns in Assam. As my hon. colleague Shri Liladhar Kotoki pointed out that except Gauhati, not a single town is touched by the main line trains.

Shri Jagjivan Ram: That will not be possible in the Third Five Year Plan. I have broadly touched all the important points.

Shrimati Masda Ahmed: There are many more points to be replied to.

Mr. Deputy-Speaker: If the hon. Member had not raised it, perhaps the disappointment would not have been so great.

Shri Jagjivan Ram: I may assure the House that in the matter of the staff, there is no question of victimisation. The hon. Members have themselves felt that the Government has been quite lenient in this matter. Then, to talk of victimisation is not justified in the context of what the hon. Members have themselves said about the Government taking a very lenient attitude in this matter. I will see that the few cases that still remain are finalised very soon.

Shri T. B. Vittal Rao: Favourably.

Shri Jagjivan Ram: Justly.

Mr. Deputy-Speaker: The record should be correct. Whatever is said by this side and that side, both would be taken down!

Shri Jagjivan Ram: I must express my gratitude to the Members of the House for all the good words that they have said about the achievement and work of the railways. This is again due to the hard work, efficient work, sense of duty, discipline and patriotism of more than a million railwaymen on the Indian railways. I have no doubt that this appreciation by this august House will encourage them to undertake the task ahead of them with renewed courage, discipline and efficiency.

Shri Braj Raj Singh: Could I seek a clarification?

Mr. Deputy-Speaker: He wanted five minutes. He has already taken three, he can take the remaining two.

Shri Braj Raj Singh: The picture about the movement of coal is not clear after his long speech.

Mr. Deputy-Speaker: Could the speech have accelerated the movement?

Shri Braj Raj Singh: He said that only in July perhaps in the "Above Mughalsarai" direction the railways may be able to move 150 to 200 wagons per day. Till then, what arrangements do the railways propose to make about the running of industries in North India and about the movement of soft coke for consumption in homes?

Shri Jagjivan Ram: So far as the running of the industries is concerned, no industry has been adversely affected. The Coal Controller has seen to it that their requirements are met.

Mr. Deputy-Speaker: The hon. Member might be referring to the Firozabad glass industry.

The general discussion is over. The House will take up legislative business.

14.55 hrs.

U.P. SUGARCANE CESS (VALIDATION) BILL

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):
On behalf of Shri Morarji Desai, I beg to move:

"That the Bill to validate the imposition and collection of cesses on sugarcane under certain Acts of Uttar Pradesh, be taken into consideration."

As the hon. Members may be aware, the U.P. Sugarcane Cess Act, 1956 was declared *ultra vires* and beyond the competence of the State Legislature by a majority judgment of the Supreme Court delivered on the 13th December, 1960, in the case of Diamond Sugar Mills Limited and another vs. the State of Uttar Pradesh. The State Government had been levying a cess of 19 naye paise on the entry of sugarcane within the premises of a factory. Prior to this, the State Government had been levying a similar cess under the U.P. Sugar Factories Control Act, 1938 and subsequently under the U.P. Sugarcane (Regulation of Supply and Purchase) Act, 1953. Section 9 of the impugned Act of 1956 provided that any cess imposed and act or thing done or omitted between the 26th day of January, 1950 and the publication of the 1956 Act in the State Gazette, viz., 23rd June, 1956, under the Act of 1938 or of 1953 would be deemed to have been validly imposed, done or omitted under the 1956 Act. The invalidation of the U.P. Sugarcane Cess Act, 1956, thus invalidated all the levies and collection of sugarcane cess under any of these Acts, since 26th January, 1960.

It would appear from the judgment of the Supreme Court that the levy of cess was invalidated as the entry of sugarcane within the premises of

a factory could not be described as entry of goods into a 'local area' within the meaning of Entry 52 of List II of the Seventh Schedule. The State Government was thus faced with a very difficult problem of having to refund the total cess collected since January, 1950 which was of the order of Rs. 45 crores. The judgment of the Supreme Court made it clear that there was no other power available with the State Government under which it could levy tax on entry of sugarcane into a factory and the State Government could not, therefore, retain the cess already collected by them by any other legislative measure. The plea of limitation was also of no avail to the State Government as there was authority for the proposition that the period of limitation runs from the date when the mistake is discovered, which, in this case, was 13th December, 1960 when the judgment of the Supreme Court was delivered.

The Government of U.P., therefore, approached the Central Government for intervening in the matter. After taking into account all the above points as also the fact that the amount involved was very large and that if its refund had been allowed, the benefit of refund would have gone to the sugarcane factory owners and not to the consumers of sugar from whom the cess had already been recovered, the Central Government decided to take steps to validate the past levies and collections of cesses by them. As interested parties were likely to file suits immediately for refund of the cess collected by the State Government, it was necessary to take immediate action for safeguarding the revenues and since Parliament was not in session at that time, the President was pleased to promulgate an Ordinance, namely the U.P. Sugarcane Cess (Validation) Ordinance, 1961. The Ordinance, which was enforced from 3rd February, 1961 seeks to validate the levy and collection of

[Dr. B. Gopala Reddi]

cess on sugarcane by U.P. Government from 26th January, 1960 up to the date of the commencement of the Ordinance.

The present Bill seeks to replace the above Ordinance by an Act of Parliament. I trust that the House would be one with me if I say that urgent intervention by the Centre was necessary in this case, and I trust the House will unanimously accept the Bill.

Sir, I move.

Mr. Deputy-Speaker: Motion moved:

"That the Bill to validate the imposition and collection of cesses on sugarcane under certain Acts of Uttar Pradesh, be taken into consideration."

श्री ब्रज राज सिंह (फिरोजाबाद) : उपाध्यक्ष महोदय, मैं इस विधेयक का स्वागत करता हूँ। लेकिन स्वागत करते हुए मैं जानना चाहता हूँ कि हर ऐसे समय पर जब कभी जन-हित में कोई काम सरकार को करना हो या जन-हित में किसी काम को करने के लिये सरकार को बाध्य कर दिया जाता है, क्यों जरूरत महसूस होती है कि प्राइविनेस बना कर ही उस काम को किया जाये? अभी माननीय मंत्री महोदय ने कहा कि १३ दिसम्बर, को जब कि पिछला अधिवेशन लोक सभा का चल रहा था और सरकार को पता लग गया था कि वे विभिन्न कानून जिन के द्वारा उत्तर प्रदेश में यह गन्ना उप-कर वसूल किया जाता था गैर कानूनी करार दे दिये गये हैं, तो क्यों नहीं सरकार ने उसी अधिवेशन में कोई कानून इस सदन के सम्मुख रखा? उसके बाद भी अधिवेशन चलता रहा और सरकार को पता भी लग गया था

कि वे भिन्न भिन्न कानून जिन के द्वारा उत्तर प्रदेश में यह गन्ना उप-कर वसूल किया जाता था, गैर कानूनी करार दे दिये गये हैं लेकिन फिर भी कोई कानून सरकार ने इस सदन के सामने पेश नहीं किया। तभी इस संसद् में यह प्रश्न उठाया गया था काम-रोको प्रस्तावों के द्वारा तथा अन्य दूसरे तरीकों से और पूछा गया था कि सरकार इस बारे में क्या कर रही है। इस के उत्तर में सरकार की तरफ से कहा गया था कि हम अभी कुछ नहीं कर सकते हैं और हम को उत्तर प्रदेश सरकार से इस बारे में सलाह माँगना करना है। मुझे खुशी है कि आखिरकार उत्तर प्रदेश की सरकार को तथा केन्द्र की सरकार को यह आभास हुआ कि यह ४५ करोड़ रुपया जो कि शक्कर उपभोगताओं ने दिया है और जिस को गन्ना मिलों के मालिक हज्म करना चाहते थे, उन को उसे हज्म न करने दिया जाये और इस के बारे में उचित व्यवस्था कर दी जाये। इसी चीज को ध्यान में रख कर उसने प्राइविनेस जारी किया। लेकिन अफसोस की बात तो यह है कि १३ दिसम्बर के बाद भी जब संसद् का अधिवेशन चल रहा था सरकार ने यह उचित नहीं समझा कि कोई कानून बनाया जाये। अगर उसने तब कोई कानून यहां पस्थित किया होता तो इस प्राइविनेस की जरूरत न पड़ती।

प्रश्न केवल इतना नहीं है कि ये जो तीन एक्ट हैं जिन के बारे में इस कानून के द्वारा यह व्यवस्था की जा रही है कि उन में जो व्यवस्थायें हैं, वे कानूनी हों जायें। यह पिछले दस साल से भ्रमल में थी, और पिछले दस साल से भ्रमल में रहते हुए उत्तर प्रदेश की सरकार या केन्द्रीय सरकार को यह क्यों पता नहीं लग पाया कि जिस एंटी के मातहत ये एक्ट बनाये गये हैं, वह एंटी शायद राज्य सरकार का विषय नहीं है। और इस के बिना भी सुप्रीम कोर्ट के जजमेंट की आवश्यकता पड़ी जो कि साफ तौर से मालूम होता है कि यह

राज्य सरकार का विषय था ही नहीं। जिस कंट्री का हवाला दिया है माननीय मंत्री महोदय ने वह इस तरह है :

"Taxes on the entry of goods into a local area for consumption, use or sale therein."

मैं समझता हूँ कि कोई भी ग्राम तौर से कानून का ज्ञान रखने वाला इस बात को जान सकता था कि सम्भवतः राज्य सरकार इस तरह का कोई कानून गन्ने की बिक्री पर कर लगाने का नहीं बना सकती थी। और जब यह हालत थी तो मुझे आशंका होती है।

15 hrs.

जहाँ तक इस सैस के कानूनी बनाने का सवाल है मैं पूरी तरह सरकार के साथ हूँ और जो ४५ करोड़ रुपये शकर के उपभोक्ताओं से मिला है वह सरकार के पास रहना चाहिये, वह मिल मालिकों की जेब में नहीं जाना चाहिये। लेकिन मुझे आशंका है कि जब यह कानून बन जाये तो यह गन्ने का कर और किसी शक्ल में वसूल होता रहे और सम्बन्धित क्षेत्र की जिला परिषदें इस तरह का कोई कानून बना लें जिस से वह टैक्स वसूल कर सकें। नतीजा यह निकलेगा कि यह तो जितना उपकर वसूल किया जाता था जिस को भुम्रीम कोर्ट ने गैर-कानूनी घोषित किया वह तो वसूल होता ही रहेगा, दूसरे और कर उस क्षेत्र में जिला परिषद् वसूल करने लगेगी। नतीजा यह होगा कि शकर और तेज हो जायेगी। हम देखते हैं कि जो शकर हम आज विदेशों को भेजना चाहते हैं वह हिन्दुस्तान में जिस भाव पर बिक रही है उस से आधे से भी कम दाम पर भेजना चाहते हैं। लेकिन उस शकर को हिन्दुस्तान के उपभोक्ता को कम दाम पर देने के लिये कोई व्यवस्था नहीं की जा रही है। और जब यह विधेयक कानून बनने जा रहा है तो सरकार को विचार करना चाहिये कि कोई ऐसी बात तो भविष्य में न

होने पाये कि जिस से शकर के उत्पादन पर और कोई विशेष भार पड़े जिस से शकर और ज्यादा तेज हो जाये।

इस संदर्भ में मैं एक बात और कहना चाहता हूँ और उस और सरकार का ध्यान आकर्षित करना चाहता हूँ। अभी जो गन्ने पर यह उपकर लगता था उस का मंशा था कि गन्ने का विकास हो, उस का मंशा था कि उस क्षेत्र में गन्ने के उत्पादन के स्थान से कारखानों तक सड़कें बनायी जायें। यह रूपया उस पर लगना चाहिये था। मुझे अफसोस है कि केन्द्रीय सरकार ने यह भी नहीं देखा कि यह रूपया जिस उद्देश्य के लिये वसूल किया जा रहा है किसान से और शकर के उपभोक्ता से उस उद्देश्य के लिये लगाया गया है या नहीं। यह नहीं देखा गया कि उस रुपये से उस क्षेत्र में गन्ने का विकास किया गया या नहीं और उस के लिये सड़कें बनायी गयीं या नहीं। मुझे अफसोस है कि इस उद्देश्य के लिये यह रूपया खर्च नहीं किया गया। केन्द्रीय सरकार को देखना चाहिये था कि जो गन्ने पर उपकर लगता है उसका सही इस्तेमाल उत्तर प्रदेश सरकार करती है या नहीं। भविष्य में इस बात का ध्यान रखा जाये कि जो इस तरह का कर भविष्य में वसूल किया जाय उस का उपयोग उसी उद्देश्य के लिये हो जिस के लिये वह वसूल होता है, जैसे कि गन्ने के विकास के लिये, सड़कों के निर्माण के लिये या गन्ने के लिये कोई विशेष व्यवस्थाएँ करने के लिये। यदि इस कानून के द्वारा केन्द्रीय सरकार यह कर सके कि उत्तर प्रदेश की सरकार से यह करा सके कि यह रूपया किसी अन्य कार्य पर खर्च न किया जा सके, तो मैं समझता हूँ कि इस विधेयक का उद्देश्य पूरा हो जायेगा।

इस बीच में यह आशंकाएँ प्रकट की जा रही थीं कि शकर मिला के मालिक इस ४५ करोड़ रुपये को जो कि शकर के उपभोक्ता

[श्री ब्रज राज सिंह]

से वसूल हो चुका था, सरकार की जेब से निकाल कर अपनी जेब में हड़प करना चाहते थे और इस के लिये कई तरीके इस्तेमाल कर रहे थे। लेकिन खुशी है कि भारत की संसद में प्रश्नों के उठाने से देश में प्रभाव पड़ा। पिछले अधिवेशन में प्रश्न हुए थे और इसलिये उत्तर प्रदेश की सरकार भी डरी। यह चर्चा एक समय शुरू हो गई थी कि इस ४५ करोड़ रुपये को इधर उधर करके किमी राजनीतिक पार्टी के चुनाव फंड में लगा दिया जाय लेकिन खुशी है कि यह चीज पूरी न हो सकी। लेकिन अच्छा होता यदि इस के लिये आर्डिनेंस की जरूरत न होती। अगर हम को अपने जनतन्त्र को सफल बनाना है तो हम को इस बात का ध्यान रखना चाहिये कि हम को कम से कम आर्डिनेंस बनाने की जरूरत हो। यह कोशिश करनी चाहिये कि ज्यादा से ज्यादा मामले संपद के समाने ही आ जायें। यह बहाना न किया जाये कि संसद का अधिवेशन नहीं हो रहा था इसलिये हमें आर्डिनस बनाने की जरूरत पड़ी। मैं आशा करता हूँ कि भविष्य में सरकार इस बात का ध्यान रखेगी कि जिन विषयों पर जरूरत हो उन को संपद के सामने जब अधिवेशन चल रहा हो तो लाया जाय और कानून बनवाया जाय। यह न होना चाहिये कि जब संसद न चल रही हो तो सरकार आर्डिनेंस जारी करे।

कहा जाता है कि ऐसे मसलों पर विचार करने के लिये सरकार को समय चाहिये। मैं कहना चाहता हूँ कि अगर सरकार को समय चाहिये तो जो सरकार के विशेषज्ञ हैं उनको पहले से यह देखना चाहिये किसी कानून में ऐसी कमी तो नहीं है कि वह गैर-कानूनी घोषित हो जाये। और अगर ऐसी सम्भावना है तो उस विषय को संसद के सामने रखना चाहिये। मैं कहना चाहता हूँ कि ऐसी कोशिश होनी चाहिये कि आर्डिनेंस

बनाने की जरूरत ही न रहे। यह कानून पिछले अधिवेशन में पास हो जाना चाहिये था जिस से कि जनता को किसी तरह की आशंका करने की गुंजाइश ही न रहती। मैं आशा करता हूँ कि भविष्य में काम से कम आर्डिनेन्स जारी किये जायेंगे और इस तरह की व्यवस्था की जायेगी कि आर्डिनेन्स पास करने की जरूरत ही न हो। जब अधिवेशन चालू हो तो सारे मसले सदन के सामने रखे जायें और सारे कानून समय रहते सदन की राय ले कर बना लिये जायें।

श्री स० मो० बनर्जी (कानपुर) : उपाध्यक्ष महोदय, मैं इस बिल का स्वागत करता हूँ। १३ दिसम्बर को सुप्रीम कोर्ट ने यह फैसला दिया कि सन् ५६ का जो विधेयक उत्तर प्रदेश ने पास कि वह ठीक नहीं था, उस को वैसा करने का हक नहीं था और मरकजी सरकार को ही ऐसा करने का हक है और वही इस तरह का कानून पास कर सकती है और इस तरह का सेस वसूल कर सकती है। जब कामरोको प्रस्ताव द्वारा मंत्री महोदय से मैं ने इसरार किया कि मरकजी सरकार को कोई ऐसा कानून लागू करना चाहिये कि जिस से करोड़ों रुपये सैस का जो उत्तर प्रदेश सरकार में निर्माण के कार्य में लग सकता है वह सर-मायेदारों की जेबों में न चला जाये, तो पाटिल साहब ने, जो उस वक्त मौजूद थे, कहा था :

“Shri S. K. Patil: Now, the point is that the judgment was delivered only yesterday. We are in connection with the State Government as to what are going to be the repercussions. The cess comes to somewhere about Rs. 5 crores per year. Therefore, for the last two or three years over which this Act has been operating, it might have come to Rs. 10 crores or Rs. 15 crores.

Shri Braj Raj Singh: Rs. 25 crores.

Shri S. K. Patil: May be.

उपाध्यक्ष महोदय, यह सवाल हाल ही
ही में २१ फरवरी को सदन में पूछा गया था।
सवाल इस प्रकार था :

"Will the Minister of Food and
Agriculture be pleased to state:

(a) whether any step has been
taken by the Centre to get
the cane cess amount in U.P.
realised after the U.P. Cane
Cess Act has been declared
invalid by the Supreme
Court;

(b) the amount due from the
mill-owners in U.P.; and

(c) whether any legislation is
likely to be introduced?"

इस प्रश्न का उत्तर इस प्रकार था :

"(a) The Central Government
promulgated on 30th January,
1961 an Ordinance validating the
imposition and collection of cane
cess by the U.P. Government from
26th January, 1950 to the 3rd
February, 1961. As regards the
future, the State Government has
taken necessary steps within the
powers available to it.

(b) According to information
received from the U.P. Govern-
ment, the arrears of cane cess on
31st December, 1960 were
Rs 367.86 lakhs."

इस के मानी यह हुए कि तकरीबन
साढ़े ३ करोड़ या ३ करोड़ ६७ लाख रुपया
बतौर सैस के उत्तर प्रदेश के चीनी मिलमालिकों
से हासिल करना बाकी है। इस विषय के
ग्रान्डीक्ट्स में यह कहा गया है :—

"This decision of the Supreme
Court invalidates the levy and
collection of cesses on sugarcane
by the U.P. Government under
that Act. The total cess collect-
ed by the U.P. Government on

sugarcane since 1950 runs to about
45 crores of rupees".

यह केन सैस का पैसा इतना बाकी है।
मैं इस बिल का स्वागत करता हूँ क्योंकि
इस में साफ तरीके से कहा गया है कि जो
कुछ भी २६ जनवरी, सन् १९५० से लेकर
३ फरवरी, १९६१ तक जो कुछ भी पैसा
बकाया है उस के बारे में बिल में यह कहा गया
है :—

"No suit or other proceeding
shall be maintained or continued
in any court for the refund of any
cess paid under any State Act;

"No court shall enforce a decree
or order directing the refund of
any cess paid under any State
Act".

उससे साफ जाहिर होता है कि मरकजी
हुकूमत का मुद्दा यह है कि इस पैसे के बारे
में कोई अपील अगर हुई भी हो और उत्तर
प्रदेश में अगर हाई कोर्ट के आला हाकिम
यह सोचते भी हों कि सुप्रीम कोर्ट के इस
फैसले के बाद यह पैसा उन्हें वापिस मिलना
चाहिये तो उसको इसमें रोक़ा गया है और
जो कि मैं समझता हूँ कि ठीक है। लेकिन
आज यह केन सैस का पैसा है कितना ?
उत्तर प्रदेश के लोगों से हमें मालूम होता है
कि यह रुपया हमेशा वहाँ के मिलमालिक
रोकते थे। वह पैसा देते नहीं थे। इससे
साफ जाहिर यह हुआ कि अपनी मरजी से
वह पैसा देते नहीं थे और कोशिश यह करते
थे कि किसी हालत से कचहरी की मार्फत
ऐसे कानून को जो कि सन् १९५६ में पास किया
गया था उसको रद्द कर दिया जाये। बहुत
से ऐसे कारखाने चीनी के उत्तर प्रदेश में हैं
जो कि केन सैस का पैसा सरकार को नहीं
भेजना चाहते। मैं माननीय मंत्री जी से यह
जानना चाहता हूँ कि आखिर कितना करोड़
रुपया आज भी बकाया है ? क्या वह बाकी

[श्री म० मो० बनर्जी]

में ३ करोड़ ६७ लाख है जैसा कि उन्होंने २१ फरवरी को बताया था कि इतना पैसा बकाया है ? या इससे भी ज्यादा है ? और कितने लोगों ने उसको वापिस लेने के लिए आलरेडी अपील कर दी थी ? उत्तर प्रदेश की सरकार ने क्या फैसला किया है ? इस केन सैस के पैसे से आखिर क्या किया जायेगा ? मुझे जहाँ तक मालूम है हो सकता है कि मेरी नासमझी हो या मुझे गलत इत्तिला मिली हो बहरहाल जो भी हो मेरी इत्तिला यह है कि केन सैस के पैसे से उत्तर प्रदेश की उस राजनैतिक पार्टी को जो कि बरसेरे इक्तदार है उसको चन्दा दिया गया । चन्दा देने के बारे में इस सदन में काफी बहस हुई और कहा यह गया कि यह कोई खास ऐसी चीज नहीं है जिस पर कि लोगों को ऐतराज करना चाहिए । लेकिन यह शुगर केन का पैसा जो करोड़ों की शकल में उत्तरप्रदेश की सरकार के हाथों में आया करता है और हमेशा आता रहेगा इसका आखिर इस्तेमाल क्या किया गया ? कहीं ऐसा तो नहीं है कि यह चीनी के उद्योगपति उस पैसे की जो कि बाकई बनता हो उसको अपील करवा कर कम करवा लेते हैं और उसके ऐवज में वह रूलिंग पार्टी को चन्दा दे देते हैं क्योंकि ऐक्ट में यह प्राविजन है कि उसके बारे में उत्तरप्रदेश सरकार का रैसीशन फाइनल होगा । इस चीज को देखते हुए मैं निवेदन करूंगा कि यह जो बकाया हासिल करने का कानून बना है वह स्वागत योग्य है और मैं आशा करता हूँ कि इससे ४५ करोड़ रुपया ही नहीं महफूज होगा बल्कि और भी पैसा जो कि बाकी है वह भी महफूज रहेगा और उत्तरप्रदेश की सरकार के पास रहेगा । इसलिए मेरे सामने यह कुछ सवालालात हैं जिनके कि आचार पर मैं पूछना चाहता हूँ कि यह पैसा कितना है और यह हमेशा सन् १९५७-५८ से एरियर्स में क्यों रहा ? कुछ सवालालात पार्लियामेंट में

मैंने करने की कोशिश की । कुछ मजूर हुए और कुछ नामंजूर कर दिये गये । लेकिन यह बात बिल्कुल सही है । मैं आपसे अपेक्षा करना चाहता हूँ कि हमेशा केन सैस का पैसा मिल-मालिकों की जेब से निकल कर सरकार के हाथों में बहुत मुश्किल से आया है । अब उन्होंने कुछ पैसा दिया है जिससे कि लोगों के दिमाग में जरा भ्रम हो गया है जो कि मैं उत्तर प्रदेश का एक नागरिक होने के नाते दूर करना चाहता हूँ । कहीं ऐसा तो नहीं है कि प्रदेश की रूलिंग पार्टी और चीनी मिल-मालिकों के बीच में एक समझौता सा एक साठगांठ हो गई हो कि यह पैसा चन्दे की शकल में जाकर कुछ बाकी पैसा वह खुद इस्तेमाल करें ?

एक सवाल यह भी हमारे सामने है कि यह बिल जब कानून बन जायेगा तो इसका असर खंडसारी उद्योग पर जो गुड़ और राब बनाते हैं उन पर भी पड़ेगा । इसलिये उनके ऊपर कितना पैसा ड्यू है कितना बकाया है यह भी मैं जानना चाहता हूँ ? अब अगर वह पैसा उनसे लेने की कोशिश की जायेगी तो यह आखिर शुगर के कारखानों के मालिकान हैं वे तो करोड़पति हैं लेकिन यह राब, खंडसारी और गुड़ की इंडस्ट्रीज वाले जो कि करोड़पति नहीं होते और इन छोटे उद्योगों के मालिकों के सामने कुछ दिक्कतें आ सकती हैं । इसके लिए मैं चाहता हूँ कि यह सैस की रकम उनसे इस तरीके से वसूल की जाय जिससे उनको परेशानी न हो । उनकी दिक्कतों को हल करने के लिए सरकार ने क्या सोचा है ? मैं यह नहीं कहता कि यह पैसा जो उन पर बाजिब आता है वह वसूल न किया जाय लेकिन जो वसूल करने में दिक्कतें आई हैं या छोटे उद्योग वालों को पैसा देने में जो दिक्कतें आती हैं उस बारे में सहानुभूतिपूर्वक विचार किया जा सके ।

अन्त में मैं इस बिल का स्वागत करते हुए कहूंगा कि यह देखा जाय कि वह शुगरकेन सैस का पैसा किस तरीके से इस्तेमाल हो, किस तरीके से हमेशा यह बकाया रहा और किस तरीके से आगे यह इस्तेमाल किया जाय। अब मरकजी हुकूमत जो इस मामले में सम्बन्धित है उसको इस बारे में ध्यान देना चाहिए। मेरा कहने का यह मतलब नहीं कि उत्तरप्रदेश की सरकार पर मुझे कोई भरोसा नहीं है लेकिन वहां पर जिस तरीके से चीजें चला करती हैं और खास कर वहां की पालिटिक्स को जैसा कि कहा जाता है कि वह शुगर पालिटिक्स है, केन्द्रीय सरकार को सतर्कता बरतनी चाहिए। अब उस शुगर पालिटिक्स में मिठास नहीं रही है और वहां जिस पालिटिकल पार्टी की गवर्नमेंट है मालूम ऐसा देता है कि वहां के शुगर मँगनेट्स उनको अपने हाथों में रखना चाहते हैं और जिसका कि असर जनता के ऊपर खराब पड़ता है। इन शब्दों के साथ मैं इस बिल का स्वागत करता हूं। भले ही इसके लाने में देरी हुई हो लेकिन सही चीज की गई है और इसलिए देर आयद दुस्त आयद वाली कहावत चरितार्थ हुई है। मैं इस बिल का एक बार फिर स्वागत करते हुए अपना स्थान ग्रहण करता हूं।

श्री काशीनाथ पांडे (हाता) : उपाध्यक्ष महोदय, इसमें कोई मन्देह नहीं है कि यह बिल इस प्रकार का है जिसका कि सब स्वागत करेंगे। लेकिन हमारे विरोधी दल के भाइयों द्वारा कई बातें कही गई हैं यह इस बात का सबूत है कि सैस के सम्बन्ध में उन्हें पूरी बातें मालूम नहीं हैं। मैं उनसे पूछना चाहता हूं कि आखिर यह सुप्रीम कोर्ट का फैसला ही कैसे हुआ? अगर उधर से सकती न हुई होती उसको बमूल करने के बारे में मिलमाबिलक सिर्फ देर लगाने के लिए सुप्रीम कोर्ट गये थे। मैं आपको एनफौरमेंसन

की तौर पर बतलाना चाहता हूं कि सैस ही एक ऐसी चीज है जिसमें पड़रीना और कठकुइया शुगर मिल्स नीलाम हो चुकी हैं और सैस की बजह से राम लक्ष्मण, डोई वाला और खड्डा शुगर मिल्स गवर्नमेंट के कंट्रोल में हैं।

अब हमारे विरोधी दल के भाइयों ने चन्दे की बात कही है तो चन्दा उनको भी मिलता है। आज चन्दे की बात तो हो ही नहीं रही है सैस की बात हो रही है। उपाध्यक्ष महोदय, चीज यह है कि आज जो स्पीचें यहां हुईं उनको सुन कर ऐसा मालूम पड़ा कि जैसे ग्राम जत्सों में स्पीचें दी जा रही हों। मैं चाहता हूं कि यहां हाउस में स्पीच देने से पहले बेहतर यह हो कि असलियत का पता लगा लिया जाय और पूरी जानकारी हासिल करने के बाद ही यहां पर कोई बात का दावा किया जाय। सैस और लैंड रेवेन्यू दोनों एक ही तरह के हैं। ऐक्ट में है कि यह सैस जनरल रेवेन्यू का पार्ट है। मैं आपसे निवेदन करना चाहता हूं कि उत्तरप्रदेश की कोई भी राजनैतिक पार्टी लगान से चन्दा बमूल कर सकती है। लैंड रेवेन्यू चन्दे के लिए नहीं है। उसके लिए कोई इस तरीके की बारगेनिंग भी नहीं होती है।

दूसरी बान मैं आपसे यह कहना चाहता हूं कि एक तरफ तो हमारे श्री बजराम सिंह ने यह बात कही कि साहब यह सैस बमूल करना बहुत अच्छा है लेकिन आगे चल कर यदि यह सैस लिया जाय तो उसमें उनको यह अन्देशा मालूम पड़ता है कि उससे बीनी ज्यादा मंहगी हो जायेगी। इसका मतलब यह है कि वह इसके पक्ष में भी है और विरोध में भी है। सैस केवल उत्तर प्रदेश में ही नहीं है बल्कि बिहार और अन्य प्रान्तों में भी है। पंजाब में अभी तक नहीं था लेकिन वह प्रदेश भी इस तरह का सैस लगाने की बात सोच रहा है

[श्री काशीनाथ पांडे]

शुगर इंडस्ट्री को डेवलप करना यह गवर्नमेंट की जिम्मेदारी है और उसके लिए बड़ा भारी स्टाफ रखना होता है। उसके लिए सीड्स मंगाते हैं। कई केन रिसर्च सेंटर्स हैं जहां पर बीजों के बारे में अन्वेषण होता है। यह सारा खर्च कहां से आयेगा? कौन देगा इसको? यह सब खर्च उस सैस से होता है। आज कोई भी शुगर फैक्ट्री यू० पी० में नहीं है, जिसके कि इर्द गिर्द पक्की सड़कें नहीं बनी हैं। माननीय सदस्य को यह समझाना चाहिए कि पक्की सड़कें बनाना प्लान का एक काम है और उसके अन्तर्गत वे बन भी रही हैं। प्रश्न यह है कि अगर सैस का घन खर्च नहीं हुआ, तो वह कहां गया? माननीय सदस्य यह नहीं कह सकते कि सैस के उस रुपये को किसी इंडिविडुअल ने खा लिया। आखिर वह कहीं न कहीं किसी पब्लिक काम में खर्च हुआ। जब रुपये की जरूरत हुई, तो उस फंड को किसी न किसी काम में लगाया गया। वह किसी इंडिविडुअल ने, किसी चीफ मिनिस्टर ने, नहीं खा लिया।

मैं इस बिल का पूरी तरह से समर्थन करता हूं, खास तौर से इस वजह से कि बहुत सी मिलों ने पूरा सैस दे दिया, लेकिन जो मिलें देना नहीं चाहती थीं, वे कोर्ट में जाकर इसमें झगला रही थीं और उन लोगों की ऐसी धादत को तोड़ने के लिए इस बात की आवश्यकता थी कि इस बिल को बिद रीट्रास्पेक्टिव इफ़ेक्ट लागू किया जाये, ताकि उन को सबक हो जाये कि यदि वे गवर्नमेंट के ड्यूज दवाने की कोशिश करेंगे तो वे उन को हजम नहीं कर सकेंगे, बल्कि गवर्नमेंट कोई न कोई उपाय लगा कर उन ड्यूज को बसूल कर लेगी।

यह बिल इसलिये भी जरूरी है कि बिहार में जो केन सैस बसूल होता है, वह कैसे

वैलिडेट हो, उसके लिये कानून की आवश्यकता थी। जो कोई भी रेवेन्यू बसूल होता है, उसी से कोई भी सरकार चलती है। अगर कोई माननीय सदस्य यह समझें कि आगे सैस लगाने से चीनी महंगी हो जायेगी, तो इसका मतलब यह है कि हमारे यहां इंडस्ट्री भी नहीं ठहर सकेगी। केन सैस देना किसान के फ़ायदे में है, क्योंकि यहां पर यह इंडस्ट्री चलती है, तभी वह गन्ने का क्राप बोता है और अगर यहां फैक्ट्रीज न चलें, तो फिर उस गन्ने का गुड़ ही बनेगा और परिणाम यह होगा कि इतना गन्ना भी नहीं लगाया जा सकेगा और चीनी इम्पोर्ट होगी, जैसा कि पहले होता था। इसलिये किसान, पब्लिक, मिल-मालिक और उपभोक्ताओं के फ़ायदे के लिये यह जरूरी है कि इस तरह का सैस जरूर लगना चाहिये। इस वक्त तो वह बसूल होने जा ही रहा है। मैं तो इसके हक में हूं कि उसको आगे भी बसूल करना चाहिए। जो मिल-मालिक जिस पैसे को ले चुके हैं, उसको पब्लिक के काम के लिये लिया जाये। इसका विरोध करना अच्छा नहीं है। यह बात कहने का कोई अर्थ नहीं है कि इससे चीनी और महंगी हो जायेगी। और चीजें भी महंगी हैं, तो चीनी भी महंगी होगी। यह नहीं हो सकता कि चीनी न महंगी हो। इसलिये किसानों के हित के लिये, उत्पादन बढ़ाने के लिये, रास्ते आदि बनाने के लिये, केन का डेवलपमेंट करने के लिये और किसान को उन्नत और हर तरह से सुखी करने के लिये इस सैस का बसूल करना आवश्यक है।

श्री स० ओ० बनर्जी : माननीय सदस्य ने अभी अपने भाषण के दौरान में कहा है कि विरोधी दल के सदस्य कभी कभी जिस तरीके से बाहर भाषण देते हैं, उस से भिन्न बातें यहां कहते हैं। मैं माननीय सदस्य से यह पूछना चाहता हूं कि क्या वह यहां पर एक तरीके

का भीर बाहर दूसरे तरीके का भाषण देते हैं । क्या वह दो ख़बान से बात करते हैं ? सर, इट इज एन एस्पर्सन ।

श्री विश्वनाथ राय (सलेमपुर) : माननीय उपाध्यक्ष महोदय, यदि ब्राडिनेंस का सदुपयोग सब से अच्छे काम के लिये कभी हुआ है, तो वह उस अवसर पर जब यू० पी० सैस एक्ट के वैलिडेशन के लिये यह ब्राडिनेंस लगाया गया । अभी विरोधी दल के एक समाजवादी सदस्य ने कहा है कि वह इस बिल और ब्राडिनेंस का स्वागत तो करते हैं, लेकिन ब्राडिनेंस क्यों जारी किया गया, क्यों नहीं बिल पहले से लाया गया । इस बारे में वह एतराज करते हैं । मैं समझता हूँ कि ब्राडिनेंस का मतलब ही यह है कि जब किसी बहुत ही आवश्यक राष्ट्रीय काम, या सामाजिक हित के काम के लिये पूरा अवसर और पूरा समय न हो, तो उस वक्त ब्राडिनेंस लागू किया जाये । इस दृष्टिकोण से जब सुप्रीम कोर्ट से करोड़ों रुपये के बार्न्यारे का प्रश्न उठा और उस के बारे में निर्णय हुआ और उस के कारण न सिर्फ़ यू० पी०, बल्कि भारत के अन्य प्रान्तों के शूगरकेन सैस के सम्बन्ध में बहुत धसर पड़ने वाला था, तो उस के बारे में ब्राडिनेंस तुरन्त जारी करना अत्यन्त आवश्यक था ।

15.27 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

दूसरी बात यह है कि यह शूगर कैंक्ट्रीज का क्रिशिंग सीजन है और अगर इस में देरी करें, तो हो सकता है कि दूसरे सूबों वाले इसी तरह इन्केशन और रिट सुप्रीम कोर्ट और हाई कोर्ट में दाखिल करें और अपने फ़ायदे के लिय किसानों के हितों की उपेक्षा करें और कोई कानूनी दृष्टिकोण और कानूनी

बातें निकालें । इसलिये ब्राडिनेंस का जारी किया जाना गन्ने की खेती करने वाले किसानों के लिय तो लाभकारी है ही, साथ ही देश के हित के लिए और खेती की तरक्की के लिए उस से जो लाभ उठाया जाता है, उस के लिय भी यह लाभप्रद हुआ है ।

जहां तक इस बात का सम्बन्ध है कि यह बिल पहले क्यों नहीं लाया गया, यह ठीक है कि हमारी एक प्रदेशीय सरकार ने एक एक्ट पास किया था और जब यह सबाल उठा था कि उस को रद्द किया जाय, तब इस ब्राडिनेंस की बात उठी थी । यह बात पहले ही तो नहीं सोची जाती कि जो एक्ट हम पास कर रहे हैं, उस में कोई नुक्स होगा । सुप्रीम कोर्ट या हाई कोर्ट के जजों के दिमाग तो हम नहीं जानते । यह संसद् इसलिय है कि वह देश के हित के लिये कानून बनाये और वह बनाती है । पूरी समझ-बूझ के साथ यहां पर कानून पाम किये जाते हैं । चाहे प्रदेश असम्बली हो और चाहे इस सदन का प्रश्न हो, अपने अच्छे से अच्छे दिमाग से और अच्छे से अच्छे तर्कों से बिल पास किये जाते हैं । जिस समय माननीय सदस्य अपना कोई कानून पेश करते समय वाद-विवाद और बहस-मुबाहसा करते हैं, उस वक्त यही समझा जाता है कि वे अपने अच्छे से अच्छे दिमाग का प्रयोग कर रहे हैं और तब वह कानून पाम किया जाता है । हमारे विधान ने जो जूडिशरी बनाई है, वह बिल्कुल स्वतंत्र है और वह अपने दिमाग और मस्तिष्क को और कानूनी ज्ञान और बारीकियों को विभिन्न प्रकार में इस्तेमाल करती है और इस प्रकार कानून की कमजोरियां निकालती है । इस अवस्था में पहले से ही यह सोच लेना सम्भव नहीं है कि अमुक कानून में ये कमजोरियां हैं और वह रद्द हो जायगा । जब हमारा एक कानून रद्द किया गया, तो फिर ब्राडिनेंस की जरूरत पड़ी । उस समय ब्राडिनेंस लागू कर दिया गया और अब यह बिल सदन के सामने आ गया है ।

श्री राज राज सिंह : सवाल यह है कि १३ तारीख को सुप्रीम कोर्ट का जजमेंट हुआ और २३ तारीख तक लोक सभा चलती रही। इन दस दिनों में लोक सभा के पिछले अधिवेशन में यह कानून आ सकता था और पास किया जा सकता था। इस प्रकार इस बिल-नॉट की आवश्यकता न रहती।

श्री विश्वनाथ राय : अगर इस सम्बन्ध में जल्दी की जाती, तो वही कमजोरी इस बिल में भी आ सकती थी, जिस की वजह से यू० पी० का एक्ट रद्द हुआ। कानून कोई ऐसी चीज नहीं है कि जैसे कोई लैक्चर दे दिया। विभिन्न दृष्टिकोणों से देख कर उस को तैयार किया जाता है। हमारे माननीय सदस्य स्वयं वकील हैं। वह जानते हैं कि एक मामूली केस को तैयार करने के लिये कितनी तैयारी करनी पड़ती है। जहां करोड़ों रुपये की बात हो, वहां बारीकी से सोच कर ही कानून पेश करना पड़ता है। इसलिये इस विषय में विशेष रूप से सचेत होने की आवश्यकता थी। अगर केवल दो चार लाख रुपये की बात होती, तो कोई हर्ज नहीं था। हमें यह बात ध्यान में रखनी चाहिये कि इस से कुछ सरकार को पहले प्लान में ३०.५७ करोड़ रुपये मिले। चाहे उस में से बाकी रह गया हो, यह बात दूसरी है। दूसरे प्लान में ४८.०७ करोड़ रुपये मिलने वाले हैं—जो मिल चुके हैं। सिर्फ कुछ ही बाकी हैं, वे मिलेंगे। द्वितीय पंच-वर्षीय योजना में नौ करोड़ रुपये से भी ज्यादा करीब करीब हर साल इस गारंटेड सैस से सरकार को मिलना था। सरकार को मिलने का मतलब यह नहीं है कि वह ट्रेजरी में जाता है, बल्कि उत्तर प्रदेश सरकार की नीति यह रही है कि उस रुपये का ज्यादा हिस्सा गन्ना बोने वाले लोगों के हित के लिये और कृषि के हित के लिये इस्तेमाल किया जाये। इस सम्बन्ध में मैं विशेषकर विरोधी बेंचों के सदस्यों से कहना चाहता हूं कि आज नहीं, १९५७-५८ के क्रिशिंग सीजन की बात है, जब कि हिन्दुस्तान

में गन्ने की खेती करने वाले किसानों की सब से बड़ी हड़ताल अठारह दिन तक एक फीकट्टी के खिलाफ चलाई गई थी। संयोग से मैं उसकी देखरेख कर रहा था। उसी वक्त यू० पी० सरकार ने यह आश्वासन दिया कि किसानों की मांगों के सम्बन्ध में गम्भीरतापूर्वक विचार किया जायेगा और उचित प्रबन्ध किया जायेगा। और भी लोगों ने अपने तरीके से काम किया होगा, लेकिन यह सही है कि श्री केशवदेव मालवीय, जो इस समय यहां पर मिनिस्टर हैं, उस समय वहां इन्डस्ट्रीज के मिनिस्टर थे और उन्होंने लिखित रूप में यह कहा था कि इस पर गम्भीरता पूर्वक विचार कर के सरकार कोई निश्चय करेगी और तब वह हड़ताल खत्म हुई। बाद में यह सैस एक्ट वहां लागू हुआ और यह तय हुआ कि हमारे जो चौदह प्वायंट्स थे जैसे सिंचाई, सड़कें, किसानों के रहने के लिये जगह आदि उन पर अमल किया जाये। मेरा तात्पर्य यह है कि यह बात नहीं है कि यह रुपया गवर्नमेंट के खजाने में जा कर और कामों में खर्च होता है। वह विशेषकर किसानों के लिये खर्च किया जाता है। यह सही है कि सारा रुपया नहीं किया जाता है, उसका कुछ अंश किया जाता है।

इसी के सम्बन्ध में हमारे विरोधी बेंच पर बैठने वाले माननीय सदस्य ने कहा है कि इस रुपये में से रूलिंग पार्टी को चन्दे ने तौर पर दिया जाता है...

श्री स० मो० बनर्जी : यह मैंने नहीं कहा है। मैंने यह कहा है कि इसमें से कुछ हिस्सा दिया जायेगा, कुछ लोग देते हैं।

श्री विश्वनाथ राय : इसका कुछ हिस्सा ही सही, मैं एक रुपया दिया जाता है, यह मान कर चलने के लिये तैयार हूं। हमारे

माननीय सदस्य भूल जाते हैं कि एक एक सेर का भी हिसाब रहता है और इसका भी हिसाब रहता है कि इतना केन फैक्टरी ने खरीदा है और इतने रुपये फी मन के हिसाब से सैस उस पर लगना है। सेंट्रल गवर्नमेंट के एक्साईज डिपार्टमेंट के जो अफसर हैं वे वहां रहते हैं, शूगर केन की परचेज को वे देखते हैं, हमेशा ही नहीं लेकिन अक्सर देखते हैं। चीनी के उत्पादन को भी वे देखते हैं। माननीय सदस्य भूल जाते हैं कि यह सरकारी रकम है और सरकारी रकम को चन्दे ने के रूप में किसी पार्टी को नहीं दिया जा सकता है। हां ऐसा हो सकता है कि जब फैक्टरी को मुनाफा होता है तो वह उसमें से चन्दा किसी पार्टी को चाहे तो देदे। यह कहना कि केन सैस का पैसा चन्दे के रूप में द दिया जाता है, मैं समझता हूं निरर्थक तर्क है और ऐसा तर्क है जो कानून की दृष्टि से बिल्कुल असत्य है . . .

श्री स० मो० बनर्जी : क्या मैं इस मामले को साफ तौर से कह सकता हूँ। बात यह है कि केन सैस वे देते नहीं और जब उनसे इस पैसे की मांग की जाती है तो वे कहते हैं कि चन्दा ले लो और चले जाओ। सैस का रुपया मत मांगो। मैं हिन्दी में बोल रहा हूँ और माननीय सदस्य इसको अच्छी तरह से समझ सकते हैं।

श्री बिश्नूनाथ राय : माननीय सदस्य जब इंगलिश में भी बोलते हैं तो हम उनको समझने की कोशिश करते हैं। कठिन इंगलिश उनकी जो होती है उसको भी हम समझने की कोशिश करते हैं। सम्भव है कि उनको इंगलिश की जानकारी ज्यादा हो और इस वजह से हिन्दी में अपनी बात कहने में वह गलती कर जाते हैं।

मैं मानता हूँ कि पार्टीज को चन्दा दिया जाता है और दिया जाता रहेगा। लेकिन चन्दे की रकम केन सैस में से नहीं दी जा

सकती है। मैं माननीय सदस्य की जानकारी के लिये बतलाना चाहता हूँ कि केन सैस न दे पाने के कारण दो तीन फैक्ट्रीयों के प्रो-प्राइटज बदल गये हैं। जहां तक चन्दे लेने का सम्बन्ध है, सोसलिस्ट पार्टी भी लेती है और दूसरी पार्टीज भी लेती हैं। फर्क इतना है कि रूनिंग पार्टी जो चन्दा लेती है, उसको बतलाने में झिझकती नहीं है जब कि दूसरी पार्टियां चन्दे लेती भी हैं और साथ ही साथ उनको छिपाती भी हैं। ऐसा करके वे समाज को भ्रष्टाचार में रखना चाहती हैं। असलियत यह है कि ये जो चन्दे दिये जाते हैं ये केन-सैस में से नहीं दिये जाते बल्कि जो नफा होता है फैक्ट्रीज को उसमें से दिये जाते हैं।

सैस की वसूली की बात यहां कही गयी है। मैंने फैक्ट्रीज को सैस का रुपया न देने के कारण नीलाम होते देखा है और नीलामी के बाद दो दो और तीन तीन प्रोप्राइटज के हाथों जाते देखा है . . .

श्री ब्रज राव सिंह : मैं माननीय सदस्य की जानकारी के लिये उत्तर प्रदेश के कानून में जो व्यवस्था है उसको पढ़ना चाहता हूँ। उसमें लिखा है :

"Provided further that the Provincial Government may by notification remit in whole or in part such cess in respect of sugarcane used or intended to be used in a factory for any purpose specified in such notification."

जब राज्य सरकार माफ कर सकती है तो उसके बदले में वह चन्दा भी ले सकती है।

Mr. Chairman: If the hon. Member does not yield, I think he will be much less interrupted. But he continues to yield.

An Hon. Member: He cannot reply to the facts . . . (Interruptions.)

श्री बिश्नूनाथ राय : अन्तर इतना ही है कि सभी चन्दे लेते हैं लेकिन कुछ हैं जो

[श्री विश्वनाथ राय]

इस चीज को छिपाते नहीं हैं जब कि दूसरे छिपाते हैं। लेकिन ये चन्दे सरकारी पैसे में से नहीं दिये जाते हैं।

सवाल यह पैदा होता है कि जब सैम वसूल नहीं होता है तो क्या किया जाए? क्या सैम इस वास्ते वसूल नहीं होता है कि चन्दे दे दिये जाते हैं या इसके कोई और कारण होते हैं? चन्दे का सवाल अलग है और उसका सैम से कोई ताल्लुक नहीं है। अब सवाल इतना रह जाता है कि जब सैम वसूल नहीं होता है तो क्या किया जाना चाहिये। जब जबदस्ती सैम वसूल करने की बात आती है तो फैक्ट्री के बन्द होने का खतरा पैदा हो जाता है। जब फैक्ट्री बन्द होने लगती है तो न केवल हमें प्रोप्राइटरज का ध्यान रखना होता है बल्कि उसमें जो हजार डेढ़ हजार श्रमिक काम करते हैं, उनका भी ध्यान रखना पड़ता है और साथ ही साथ हर फैक्ट्री में जो लाख डेढ़ लाख आदमी ऐसे होते हैं जो गन्ना बोते हैं, गन्ने की खेती करते हैं, उनके हितों का भी ध्यान रखना होता है। केन-सैस की वसूली के लिए अगर फैक्ट्री को बन्द किया जाता है तो इसका नतीजा यह भी होता है कि जो ये लाख डेढ़ लाख गन्ना बोने वाले हैं, उनको भी नुकसान होता है। शूगर का जो उत्पादन बन्द होता है वह अलग से सोचने वाली बात हो जाती है। इस वास्ते फैक्ट्री को बन्द करना लास्ट स्टैप होता है। लेकिन इसका यह मतलब नहीं है कि जो गवर्नमेंट का पैसा है, जो सैस है उसको वसूल न किया जाए। वह वसूल तो होना ही चाहिये लेकिन उसके और कई तरीके हो सकते हैं। मुझे एक फैक्ट्री के बारे में पता है जिसका प्रोप्राइटर पाकिस्तान चला गया और उसका जो शेयर था उसमें से पैसा वसूल किया गया। वह फैक्ट्री दूसरे के हाथ में चली गई है। समय नहीं है कि मैं ऐसे केसिज को बता सकूँ नहीं तो मैं आपको कई केसिज बताता हूँ।

इस सैस के बैलीडेशन के लिए जो कानून सरकार की तरफ से पेश किया गया है, यह कृषकों के लाभ के लिए है, समाज के लाभ के लिए है। तीसरे प्लान में लगभग ६० करोड़ रुपया केन-सैस के द्वारा गवर्नमेंट को मिलेगा। उत्तर प्रदेश, बिहार और आन्ध्र प्रदेश इत्यादि में जो शूगर फैक्ट्रीज हैं वहाँ से यह रुपया सरकार को प्राप्त होगा। इसलिए जो बिल आया है, उसका स्वागत होना चाहिये। साथ ही साथ जो यह कर है इसकी वसूली में जैसे हमारे विरोधी सदस्य चाहते हैं, सस्ती होगी। लेकिन सस्ती का मतलब यह नहीं है कि शूगर फैक्ट्रीज को ही बन्द कर दिया जाए। इसकी वसूली के और भी तरीके हो सकते हैं और वे अपनाये जायेंगे। चन्दे वाली जो बात है या दूसरी जो बातें हैं, वे पैदा नहीं होती हैं। प्रदेश सरकार के हाथ में वसूली की बात अब नहीं रह जाएगी। अब तो केन्द्रीय सरकार का यह एक्ट होगा और उसमें केन्द्रीय सरकार को हस्तक्षेप करने का पूरा अधिकार होगा। इस वास्ते विरोधी बैंचों पर बैठने वाले माननीय सदस्यों के दिलों में ऐसी कोई आशंकाएँ नहीं होनी चाहियें कि यह वसूल नहीं होगा।

इन शब्दों के साथ मैं इस विधेयक का स्वागत करता हूँ।

Shri Chintamani Panigrahi (Puri):
The Statement of Objects and Reasons says:

"The total cess collected by the U.P. Government on sugarcane since 1950 runs to about 45 crores of rupees. Unless the cess levied and collected under the impugned Act is validated, the U.P. Government would have to refund the entire amount of the cess so levied and collected."

All the State Governments need more money at this stage and so we should welcome a measure like this. But we need certain clarification from the hon. Minister. Of course the hon.

Minister, Mr. Gopala Reddi, will not be in a position to give figures about collection of party funds, which can be given by Shri Bishwanatha Roy or other hon. Members from Uttar Pradesh exactly. But that is not the point of contention.

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): When it becomes part of the General Revenues, I do not know how it can be said that it goes to party funds.

Shri Chintamani Panigrahi: I am not going into that point—it is to be debated between members of U.P. . . . (Interruptions.)

Shri Braj Raj Singh: I quoted the law.

Mr. Chairman: The matter has been clearly stated by both sides and so the conclusions can be drawn by others. Let him continue.

Shri Chintamani Panigrahi: I read an article written by Shri S. K. Patil on yield of cane; it is the lowest in U.P. He says that in 1958-59 the cane yield per acre in Andhra Pradesh is 8,180 lbs., in Mysore 6,227 lbs.; in Madras, 5,973 lbs.; in Bombay, 5,934 lbs.; in U.P., 2,580 lbs. Shri Biswanatha Roy was kind enough to give figures and say that the U.P. Government was going to get Rs. 60 crores.

Shri Bishwanath Roy: That is for the whole of India.

Shri Chintamani Panigrahi: They have collected Rs. 45 crores. Have they spent this amount on improving the quality of the cane or in the research for increasing the cane yield? How have they spent this? The recovery of sugar from cane is also the lowest in U.P. We are glad that the Central Government has gone to the help of the Uttar Pradesh Government for the recovery of this money, and it is good. The Uttar Pradesh Government should feel

obliged that the Central Government are coming to their help in this matter, to realise this sum of Rs. 45 crores. But we would like to know how far it has helped in increasing the recovery of sugar in the State and how far the Centre has helped them in increasing the production of sugarcane in that State. We are entitled to know that, and I hope Mr. Gopala Reddi, though he may not be able to supply this information by himself, may refer this to the Deputy Minister of Food and Agriculture who may like to speak on this, because he is more concerned with the yield per acre of sugar.

I want a clarification on one more point. Recently we read that the State Government of Uttar Pradesh have effected a remission in cane cess rate at the rate of six naye paise per maund of cane crushed in excess. We would like to know whether this Bill, which we are going to make into an Act, will apply to this remission. We would like to know whether this six naye paise will apply to that also. I think this point should be clarified by the hon. Minister.

Then, there is a clamour, as Shri Braj Raj Singh also pointed out, as to whether the cess on cane, charged as three annas per maund, is going to increase the cost of production of sugar. If it adds to the cost of production, that is a process by which the consumers in this country are not going to be benefited in the matter of a reasonably low price for sugar. Somebody from the Congress side stated that this is something which cannot be entertained, because people want to have more sugar and that naturally there must be a greater production of sugarcane, while, at the same time, they said that the people want to have sugar at a lesser cost. This, they said, was contradictory. But really there is no contradiction in it. The Tariff Commission also went into the question of this cess on

[Shri Chintamani Panigrahi]

sugarcane. We would like to know to what extent this cess on sugarcane in Uttar Pradesh goes into the cost of production of sugar and whether the State Government is in a position to reduce this cess to give impetus to the millowners or the factory owners to increase sugar production in the State. It seems that perhaps this cess on sugarcane is adding to the cost of sugar as a whole in the country.

So, when allowing the Uttar Pradesh Government to collect all these levies and revenues which are due to the State, with a view to increase the yield per acre of sugar in the country and especially in Uttar Pradesh, we would like to know from the Minister as to how this amount is going to be utilised in the best possible way. So far as this Bill is concerned, I think that is the only major point that needs consideration. I hope the hon. Minister will give us a detailed answer to this question.

From a reading of the relevant clause on page 8 of the Bill, it seems that there was enough power given to the State Government so far as the collection of the cess is concerned. There is also a fine. All powers were there in the Uttar Pradesh Act itself. But even in spite of all these things, the money was not collected. If we refer to clause (6) on page 8 of the Bill, we find the following provision:

"The officer or authority empowered to collect the cess may forward to the Collector a certificate under his signature specifying the amount of arrears including interest due from any person, and on receipt of such certificate the Collector shall proceed to recover the amount specified from such person as if it were an arrear of land revenue."

Naturally, the Uttar Pradesh Government was, I think, all serious of collecting the cess. But even then, how was it that the cess could not be collected and there was a balance of about Rs. 4 crores? What was the reason for the Uttar Pradesh Government not being able to collect, or to exercise its power to collect the cess from the sugar millowners? Was it because of any political consideration? Here is the question as to why the State Government was not able to exercise its own power over the sugar millowners who reside in the State of Uttar Pradesh and who make profit. That is naturally a question which will arise from every side, from any honest gentleman, and it is a question which naturally everybody would ask of the Government and demand an answer.

At page 8 we find the following provision:

"Any sum imposed by way of penalty under sub-section (5) shall be recoverable in the manner provided in sub-section (6) for the recovery of the arrears of cess."

All powers are there. But still, the Uttar Pradesh Government could not collect it. So, we want to know from the Government what were the difficulties which came in the way of the sugar millowners who were not able to pay the arrears. As my hon. friend, Shri S. M. Banerjee pointed out, we would like to know what is the exact amount of arrears at this stage and how the situation is going to improve.

We would also vote for this Bill, because it tries to get the money which was due to the Government, and naturally it will be spent for the State. There is no doubt about it. But it must be spent only for developing research on sugarcane and also for welfare of labourers or others who

are engaged in producing sugarcane. I think the cess is meant for that purpose. One hon. Member seemed to suggest that the State was in need of money and it may spend it in any other way. I think the Union Government cannot sanction anything like that. It cannot be that the sugarcane cess, which is collected and which is to be spent for development and research in sugarcane, will be spent in any other way by the Uttar Pradesh Government. Therefore, we would like to know in which way this money is going to be spent. With these words, I commend this Bill.

श्री जगदीश प्रबन्धी (बिन्हीर)

सभापति महोदय, अब जिस विधेयक पर वाद-विवाद हो रहा है उस विधेयक को सरकार ने सदन के समक्ष प्रस्तुत करके सचमूच गन्ना उत्पादकों के साथ बड़ा हित किया है। मिल मालिकों ने जो करोड़ों रुपया गन्ना उत्पादकों से गन्ने के विकास के नाम पर इकट्ठा किया था ५० पी० के कानून के अनुसार, वे उसे तिकड़म से या किसी प्रकार में उत्तर प्रदेश की सरकार को नहीं दे रहे थे या नहीं देना चाहते थे, इसलिये उन्होंने उच्चतम न्यायालय की शरण ली और निर्णय उनके पक्ष में रहा। वह पवित्र धन जो कि मिल मालिकों की जेब में गया था और जो कि किसानों की जेब से आया था, वह गन्ने के विकास पर ही खर्च किया जाये, इस पवित्र उद्देश्य से प्रेरित होकर सरकार ने यह विधेयक उपस्थित किया, इसलिये सदन के सारे सदस्य, चाहे वे इस पक्ष के हों या उस पक्ष के, उसका समर्थन कर रहे हैं।

अभी इस वाद-विवाद में एक प्रश्न उठ खड़ा हुआ कि उत्तर प्रदेश की सरकार ने, जिसने स्वतः इसे कानून का रूप दिया, करोड़ों की तादाद में केन सेस का जो पैसा इकट्ठा किया गया उसे वह क्यों तक बसूल क्यों नहीं कर पाई। वह पैसा भिन्न

मालिकों के पास ही बना रहा। यह एक ऐसा प्रश्न है जिस पर कुछ सदस्यों में वाद-विवाद हुआ। एक तरफ से कहा गया कि इसके पीछे कुछ राजनीतिक विचार थे उस पक्ष के कुछ सदस्यों ने जवाब दिया कि ऐसी कोई बात नहीं है। एक माननीय सदस्य ने कहा कि विरोधी पक्ष वाले बाहर कुछ कहते हैं और यहां कुछ कहते हैं। मैं उन माननीय सदस्य से कहना चाहता हूं कि कम से कम मेरे जैसे लोग, जो इस पक्ष में बैठते हैं, वे दो जवान में नहीं बोला करते हैं। जो वाणी जनता में बोली जायेगी, जो विचार वहां रखे जायेंगे, उसी सत्य का उद्घाटन वे यहां करते हैं। वे लोग और दुष्मा करते हैं जो जनता में कुछ कहते हैं और सदन में दूसरी बात कहते हैं।

दूसरी बात मैं निश्चित रूप से माननीय मंत्री जी से जानना चाहूंगा जब कि यह प्रश्न विवाद के रूप में आ गया है इस विधेयक के सम्बन्ध में कि उत्तर प्रदेश की सरकार के जर्जिय से जो केन सेस का पैसा वहां के निर्माण कार्य में तथा कृषकों और गन्ना उत्पादकों के हित में खर्च होना चाहिये था, उसकी वसूली में देरी क्यों होती रही?

हमारे मित्र इस बात का समर्थन करेंगे कि उत्तर प्रदेश में जब कभी श्री मजदूरों ने, गन्ना उत्पादकों ने, इस बात को लिये हड़ताल की, या वहां की विधान सभा में यह विवाद हुआ, तो सदा यह मांग रखी जाती थी कि सेस का जो पैसा मिल-मालिकों के पास मौजूद है, जो कृषकों का पैसा है, जिस की एक एक पाई नियम के अनुसार बसूल की गई है उसको वे क्यों रखे हुए हैं। या तो मिल-मालिक अपनी पूंजी में से उसका दुरुपयोग करते रहे, या उसको रख कर कोई दूसरा लाभ उठाता रहे। मैं मंत्री महोदय से यह कहना चाहूंगा कि वह वहां की विधान सभा की चार पांच

[श्री जगदीश भवस्थी]

साल की कार्यवाहियां देखें कि कितनी बार इस बात की मांग की गई और यह कहा गया कि उत्तर प्रदेश सरकार को जिस सस्ती से मिल-मालिकों से सैस का पैसा वसूल करना चाहिए, वह उसने नहीं की।

आज यह कहा गया है कि चन्दा नहीं लिया गया। मैं कहना चाहूंगा कि जहां तक चन्दे का प्रश्न है, यह सब राजनैतिक पार्टियां लेती हैं—थोड़ा बहुत लेती हैं। उस सिद्धान्त से कोई इन्कार नहीं करता है। लेकिन जब लम्बा चन्दा लिया जाता है, जब लाखों की बात होती है, तो प्रश्न है कि वह चन्दा कौन ले सकता है, कौन सी पार्टी ले सकती है, यह आप समझते हैं। यह भी स्पष्ट है कि जब बड़ी बड़ी रकमें ली और दी जाती हैं, तो न लेनदार और देनदार बताता है। उत्तरप्रदेश में केन सैस के रैसे को जो मिल-मालिकों ने रोका, उसके पीछे सब से बड़ी बात क्या थी, अगर इसकी जांच पड़ताल की जाये, तो उत्तरप्रदेश के बड़े जिम्मेदार लोग निकलेंगे, जिन्होंने सीधे बाजी करके लाखों की दतादाय में अपनी पार्टी के लिये चन्दा लिया और मिल-मालिकों को सुविधा दी गई, जिसकी वजह से मिल-मालिकों को यह भ्रवसर मिला कि वे सुप्रीम कोर्ट में भाये और इस प्रकार से इस मामले को ढिले किया गया।

हमारे मित्र, श्री पांडे, ने कहा कि सैस का पैसा इतनी सस्ती से वसूल किया गया कि दो मिलें बेच देनी पड़ीं। ठीक है! वह दो मिलों का उदाहरण देते हैं, लेकिन इस बात की जांच की जाये कि उत्तर प्रदेश में कितने मिल-मालिक हैं, जिन्होंने समय पर पैसा नहीं दिया और इस बात की रपट है कि चार करोड़ रुपया बाकी है, जिसको सरकार वसूल नहीं कर पाई है। इसके पीछे क्या भावना थी? बात साफ है। मैं चाहूंगा कि इसकी जांच की जाये। जो लोग उत्तरप्रदेश

में राजनैतिक दलों से सम्बन्ध रखते हैं, वहां के सार्वजनिक जीवन से सम्बन्ध रखते हैं, वे जानते हैं कि वहां चुनाव, चन्दा और चीनी की कहावत एक कहावत बन गई है, उनका अनन्योन्याश्रित सम्बन्ध बन गया है। यह बात साफ होनी चाहिए कि कौन इसका शोषण करता है और लाभ उठाता है।

इस विधेयक को पास करने के साथ ही साथ केन्द्र सरकार और मंत्री महोदय इस बात को स्पष्ट करें कि आखिरकार इस रैसे को वसूल करने में क्यों देर होती रही और इसके पीछे क्या कारण थे। मुझे विश्वास है कि अगर इसकी जांच करने के लिये कोई समिति भारत सरकार ने बनाई, तो निश्चित रूप से उत्तरप्रदेश के बड़े जिम्मेदार मंत्री, बड़े राजनैतिक लोग निकलेंगे, जो इस साज-बाज में शामिल रहे और इस प्रकार लाखों की तादाद में चन्दा लिया गया, जिसकी वजह से उस रैसे का सदुपयोग नहीं हो पाया, जो केन सैस के नाम पर, उन्नति के नाम पर गन्ना-उत्पादकों से लिया गया।

जहां गन्ने के क्षेत्र की जांच-पड़ताल की जाये, वहां—चूंकि यह कहा गया है कि इस सैस के पीछे उद्देश्य था कि इससे किसानों की मदद की जाय और गन्ने का भ्रन्धा उत्पादन हो—इस बात की भी जांच की जाय कि केन सैस से जो पैसा वसूल किया गया, उसका कितना बड़ा भाग गन्ने के उत्पादन की उन्नति पर खर्च किया गया और जो पैसा बाकी रहा, उस की भी जांच होनी चाहिए। इस विवाद में हमारे मित्रों ने कहा कि हम लोग भी चन्दा लेते हैं, आप भी चन्दा लेते हैं। इस जांच से यह स्पष्ट हो जायेगा कि उत्तर प्रदेश में कौन लोग, कौन पार्टी है, जो लाखों रुपया चन्दा लेती है और लेने के बाद बड़ी

हिम्मत के साथ कहती है कि इससे हमारा कोई मतलब नहीं है, कोई विचित्र भावना नहीं है। मैं यह निवेदन करना चाहता हूँ कि हम सब ने, जो सार्वजनिक जीवन में कार्य कर रहे हैं, यह कसम खाई है कि जो हम जनता में कहेंगे वही करेंगे। यह करनी और कथनी का भेद समाप्त होना चाहिए। हमने—चाहे इस पक्ष के हों, चाहे उस पक्ष के—समाजवाद और समानता की कसम खाई है। अगर समाजवाद इसी प्रकार से आने वाला है कि मिल-मालिक कृषकों से जो पैसा लेते हैं, उनकी उस गाड़ी कमाई का कानून के नाम पर दुरुपयोग करते हैं और सरकार उनका साथ दे, तो उस सरकार का, चाहे वह इस पक्ष की हो, चाहे उस पक्ष की, उद्घाटन होना चाहिए, जनता के सामने उसका चित्र आना चाहिए। मैं विश्वास करता हूँ कि जब मंत्री महोदय जवाब देंगे, तो निश्चित रूप से इस बात के प्रकाश के लिए कोई कमेटी एपाइंट करने की बात कहेंगे। जब जांच-पड़ताल होगी, तो सब तथ्य सामने आयेंगे।

इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ और आशा करता हूँ कि भविष्य में किसी प्रकार की कोई कानूनी त्रुटि इस विधेयक में नहीं रह जायेगी, जिससे मिल-मालिक नाजायज फायदा उठा सकें।

Dr. B. Gopala Reddi: Mr. Chairman, I am very happy that all political parties in the Parliament have welcomed this measure. There is not one dissentient voice against the principles of either the ordinance or the present Bill. On the basic principles of the Bill, there is no difference of opinion at all between the Government and the opposition parties and the Congress Party. They have all welcomed it. Only, while giving their approval to this Bill, they have introduced certain extraneous elements, and they discussed about donations

received from the sugar industry and things like that. Whether the output of sugar in U.P. is low or high, whether the recovery is low or high, what should be done with regard to the price structure, whether sugar should be exported or should be given at lower prices to the local consumers, etc. are extraneous matters which are not germane to the Bill under consideration.

We are not imposing any new tax; we are not enabling them to tax anything new from 3rd February. What we are trying to do is to validate what was done previously from 26th January, 1950 to 3rd February, 1961. That is all. After 3rd February, 1961, it is the U.P. Government's responsibility. They have already issued an ordinance and perhaps they will also convert it into an enactment that it should be converted into a purchase tax, etc. We are concerned only with what happened between 26th January, 1950 and 3rd February, 1961. We are only trying to validate what was undone by the Supreme Court majority judgment.

From the 3rd February, of course, they have converted it into a purchase tax. Shri Braj Raj Singh asked, how is it that it has escaped the notice of the U.P. Government and the Central Government all these years? He also said, when we enact a law, it must be fool-proof, Supreme Court-proof and all that. After all, we take all the necessary steps to see that our Act does not become *ultra vires* of the Constitution and the Supreme Court and the High Court do not find any mistakes in the enactment. But in spite of all that, ingenious arguments are advanced before the Judges, certain things are discovered and the Judges also perhaps agree with one line of arguments of the advocates and they do find certain mistakes.

This particular enactment is not there merely from 1950. It was in

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existence even from 1938 under the Government of India Act and the same section was transplanted into the Constitution of India in 1950. All these days nobody discovered any mistake. But suddenly some Diamond Mill or somebody went to the Supreme Court and said that premises of a factory is not a local area like panchayats, that this is not octroi duty but sugarcane cess and so on. It was discovered long after the enactment was made in 1938. Again in 1950 and 1953, so many enactments were made in U.P. Suddenly it was discovered by the Supreme Court. We are thankful that the Supreme Court has discovered it and we are trying to make amends for our mistake in the legislation and things like that. Again, it is not peculiar to U.P. alone. There are so many States which are levying this cess—Andhra Pradesh, Bihar, Gujarat, Madhya Pradesh, Madras, Maharashtra, Mysore and Orissa. Only Punjab, I think, in their legal wisdom or whatever it is, termed it as purchase tax. All other State Governments had it under some separate sugarcane cess Act. In Andhra in 1952 or so they passed the State legislation. Anyway, we have to consider what should be done with regard to other States. We are in consultation with the several State Governments and whenever they come with their request, perhaps we will have to come forward with another legislation validating all the collections made by the State Governments like Madhya Pradesh, Bihar etc., and perhaps that will have to be done very soon.

16 hrs.

We are always reluctant to issue Ordinance. It is not as if with a feeling of joy and delight we issue Ordinances. We always try to avoid Ordinances. U.P. asked us to issue the Ordinance on 22nd December. The

judgment was delivered on the 13th. They had to get a copy of the judgment and then their Legal Department and their Cabinet have to consider that judgment. Then they addressed the Central Government "we do not have powers to do anything; we cannot issue Ordinance; we cannot undertake legislation; it is entirely in the residuary powers of the Central Government; you can do something; therefore, try to help us". When this letter came on the 22nd December, then we had to consider it and all its implications. Therefore, it is not right to say that we could have undertaken legislation between 13th and 21st December. Someone has to ask us to undertake legislation. It is for the U.P. Government to ask the Central Government to undertake legislation. We cannot do it entirely of our own. They have to consider it, because they are the affected party. And when they come before the Central Government it is not as if we could have done something without the Ordinance. It was an imperative necessity under those circumstances and there is nothing wrong in it. This is one of the very good occasions where the Ordinance could be legitimately justified. With regard to the other criticism that the cess should be spent for the improvement of the sugarcane industry, it is true that in 1938 when it was originally undertaken the intention was that. But, subsequently, the cess was increased from time to time. I know that it was very much lower in U.P. and other places. In Madras it was only 4 annas; then it became 8 annas and it is now Re. 1. In Andhra Pradesh it was 4 annas, then 8 annas, then Re. 1, then Rs. 3 and then Rs. 5. Very soon it may go up to Rs. 6 to be on par with the Mysore Government. Mysore charges Rs. 6 per ton. Therefore, from time to time it is increased and the State Governments are certainly spending certain sums—I do not

say the entire amount or the whole amount but a good deal of it—on communication round about the sugar factories for the irrigation facilities, for the sugarcane fields and also on research. I think in Kanpur you have got a first class research station. They are all being financed out of the sugar cess.

Shri S. M. Banerjee: It was done long before that. At that time the cane cess was not there.

Dr. B. Gopala Reddi: Every State, out of its meagre fund, is financing sugarcane in the matter of irrigation facilities for the sugar fields and also in the matter of communication. Communication is a very important thing for the agriculturists to bring their sugarcane to the factories. When we do not have proper communication they cannot be brought to the factories. The State Governments are trying to spend this cess money on these various matters.

Shri Chintamani Panigrahi: Are you satisfied that they have spent it fully?

Dr. B. Gopala Reddi: I cannot say that they are spending the entire money or a good portion of it. But, as far as Madras is concerned, because their area is small, they are spending 95 per cent of the cess collection for improved irrigation facilities.

Shri Braj Raj Singh: The U.P. Act specifically provides that all the cess collected shall be spent for the improvement of the sugar cane industry. That has not been done.

Dr. B. Gopala Reddi: That act has now gone. The Supreme Court has repealed it. That Act does not exist now. It will now come under sales-tax or purchase tax. So, let us talk about the future. There is no use of talking what has been done in 1950 or 1951. That Act has been killed by

the Suureme Court. It has killed and buried it, and that is the end of it.

Shri Jagdish Awasthi: Why don't you appoint a committee to go into it?

Dr. B. Gopala Reddi: With regard to the collection many points have been raised and many insinuations and imputations were made, because the U.P. Government have certain power under the dead Act and they could, if they wanted it, waive the recovery. I think in all the revenue codes you have that power. The executive government always have got the power to do that. Suppose there is famine condition. Then in the whole district the land revenue is remitted. Suppose there is large-scale disease or some pest attack and things like that. That taluk or that area must be exempt from tax and the State Government must have that right to remit what they could collect. Therefore, and they did not use it for any political considerations. As far as the cess is concerned, it is being collected, will have to be collected and the State Government is very keen that no party should escape from giving the cess which is due to the Government. Even the party that has succeeded in the Sureme Court must also pay what is due to the State Government.

I can say that from 1950 they have actually collected roughly about Rs. 45 crores. The arrears are only about Rs. 4 crores. I do not think it is a very high percentage. As far as income-tax is concerned, we sometimes say it is Rs. 273 crores and then the tax arrears are Rs. 143 crores. Hon. Members have asked: why do you not collect it? We have our own difficulties. It is likewise in the matter of Central excise. In Rajasthan you have a large amount of arrears, Rs. 80 lakhs or so, and that too for the last 9 or 10 years. We are trying our best but we are unable to collect it. That

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is so even with regard to Taccavi loans. In every State, whether it is Madras, U.P. or Bihar, there are large arrears of taccavi loans. Land revenue arrears are also there. It is not as if arrears are only in this particular case.

Shri Chintamani Panigrahi: But the Government is very serious in collecting taccavi loans. They are very severe so far as peasants are concerned, but not so with mill-owners.

Dr. B. Gopala Reddi: Every Government, including Orissa Government, is serious of collecting its arrears. It is not a question before the U.P. or Bihar Government alone. The question of arrears is there before the Central Government before the income-tax department, before the customs department, before the central excise, sales-tax, land revenue, taccavi, irrigation, almost everywhere. After all, there will be some amount of arrears in the case of all collections. I am not denying that the State Governments and the Central Government should put all the necessary pressure to collect whatever is due to us. But there are other considerations. Somebody must have gone to Pakistan and even then the cess is being collected. Sometimes the sugar is not released immediately. There is another point. The sugar cess has, of course, become due. But sugar is not released for 10 or 15 days. Now, unless it is released they do not get the money. But the Central excise has to be paid on the spot. They cannot get the stock until they pay. But the cess becomes arrear because they have to sell it, realise the money and then the State Government have to collect it. Then there are some administrative difficulties.

An hon. Member contended that it is being done for political reasons. The U.P. Government will certainly collect those Rs. 4 crores and if they cannot collect it, they will write it

off. After all, there will be a certain amount of writing off in these matters. Suppose a party has gone insolvent, they have to write it off instead of merely carrying it on account.

Anyhow, we are not concerned with it. It is certainly within the legitimate sphere of the U.P. State Government, whether they have done it right or wrongly. They will naturally do what is in their interests. I do not think we should go on saying to the State Government "You have not done your duty; you have not collected the arrears of Rs. 4 crores". Then they will turn round and say "Why do you not collect Rs. 273 crores of arrears of income-tax?" What is my answer to that? So, we cannot go on finding fault with each other. They have their responsibilities and they are responsible to their own people as we are responsible to Parliament here. Therefore, it is no use my suggesting to the U.P. Government what they should do. They know their job very well and they will take all the necessary steps to collect whatever is due to them.

With regard to donations also, I do not think it is a relevant point—political considerations on payment of subscriptions, donations and all that.

Some sugarcane people are also Congressmen. If they are Congressmen and if they are giving money to the Congress fund, I suppose nobody can find fault with it. If they belong to the PSP and give contributions to the PSP, nobody can find fault with it. But the contribution is not from the amount that is due to the Government. That is extra. So that is a different matter. You have to fight out that under the Companies Act, not under this. It has no relevance to this Act.

As far as the cess is concerned, the U.P. Government have never waived it on political considerations or anything of that sort. They will not

waive it. They are a responsible government. We can trust them, certainly.

Madam, I am very happy that the Bill has received the approval of all sections of the House.

Mr. Chairman: The question is:

"That the Bill to validate the imposition and collection of cesses on sugarcane under certain Acts of Uttar Pradesh, be taken into consideration."

The motion was adopted.

Mr. Chairman: I do not think there are any amendments to it. So I shall put all the clauses to the vote of the House together.

The question is:

"That clauses 1, 2, 3 and 4 the Enacting Formula and the long Title stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3 and 4 the Enacting Formula and the Long Title were added to the Bill.

Dr. B. Gopala Reddi: I move:

"That the Bill be passed."

Mr. Chairman: The question is:

"That the Bill be passed."

The motion was adopted.

16.12 hrs.

BANKING COMPANIES (AMENDMENT) BILL

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi):
Madam, I move:

"That the Bill further to amend the Banking Companies Act, 1949, be taken into consideration."

The House is aware that in September, 1960, the Banking Companies (Second Amendment) Act was enacted in order to facilitate the grant of expeditious relief to the depositors of banks in liquidation and the reconstruction and amalgamation of banks, wherever such a reconstruction appears to be necessary or desirable, in the interests of the depositors or the general public.

We have so far granted a moratorium under these new powers to twelve small and medium-sized banks with deposit liabilities estimated at a little more than Rs. 10 crores. It has been necessary to freeze the assets of these institutions, pending the examination of proposals for the readjustment of their assets and liabilities, as a suitable atmosphere for a readjustment or an amalgamation cannot be created, if normal withdrawals at the option of the depositors are also permitted. As the total period for which a moratorium can be granted is limited to six months and as it is also desirable that the reconstruction and amalgamation should be completed earlier, if possible, we have had to frame the relevant scheme expeditiously and with a considerable sense of urgency, compressing within a few weeks a process which normally takes several months and sometimes even a few years.

We have already sanctioned the schemes finally in the case of Prabhat Bank, the Indo-Commercial Bank and the Bank of Nagpur, after consulting the transferor and transferee institutions, in accordance with the provisions of the statute, and after taking into consideration the other suggestions which were made by the parties or interests concerned. It is necessary on practical considerations to allow for the lapse of one full month after the sanctioning of the schemes before the moratorium orders can be lifted; and after allowing for this time lag, we hope to be able to withdraw the moratorium orders in these three cases some time during this month.

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Copies of the schemes as sanctioned by the Government have already been placed on the Table of the House, in accordance with the provision of subsection (11) of section 45 of the Banking Companies Act, but for the information of the House, I might perhaps capitulate briefly the salient features of the proposals for reconstruction.

The first point that I would like to emphasise in this connection is that the schemes have been conceived mainly in the depositors' interests. There is no question therefore, of the depositors being put to any loss as a result of any reconstruction or amalgamation. On the other hand, the depositors are expected to benefit in several ways. The transferee institution will credit their accounts immediately upto the value of the assets which can be regarded as good or realisable, thus providing a valuable way and means facility. The depositors will not have to wait for the calling up or the realisation of loans or advances, the constituents of the banks will not be inconvenienced by being called upon to repay the loans before the due dates and the normal business of the banks will not be affected to a greater extent than may be necessary.

In the case of one scheme which has already been sanctioned, namely, that for the amalgamation of the Bank of Nagpur with the Bank of Maharashtra, the transferee institution, I understand, has expressed its willingness to pay the depositors in full, as soon as the moratorium order is lifted. The position of the other banks which are being reconstituted is not unfortunately equally satisfactory. But the amounts due to the depositors which are not credited to their accounts immediately will be payable in these cases over a period of twelve years, as and when realisations are made.

16.15 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

As we are making adequate provision in the schemes for preserving every right which the depositors might have had, and as the expenses of liquidation will be avoided, while the recurring losses of transferor institutions will be either eliminated or minimised, we are hoping that the payment in instalments from out of the assets which are not treated as good or realisable will also be substantial. Madam, the schemes which we have sanctioned so far... (Interruption). I am sorry.

Mr. Deputy-Speaker: It does not make any difference at all.

Dr. B. Gopala Reddi: Sir, the schemes which we have sanctioned so far have been issued under the provisions of the recent Ordinance which, as the House is aware, has amplified in certain directions the powers originally conferred on the Central Government by the amending Act of September, 1960. As the present Bill merely replaces the Ordinance, the House will expect me to say a few words about the need for supplementing or modifying the amendments which were introduced into the principal Act only a few months ago.

I would like to remind the House in this connection that the powers conferred on the Central Government by section 45 of the Banking Companies Act, 1949, as it was amended by the House about six months ago, were somewhat unusual. We did not want to seek, or to obtain, authority at that time to override the ordinary rights of any institution or any persons except to the extent to which this might be absolutely necessary. We also felt that without elaborating the provisions of the new section 45 in much greater detail, it might be possible to achieve the objects which we had in view.

On a closer examination of the implications of the schemes, as they were

formulated soon after the amending legislation of September, 1960, however, it became clear that there were certain risks in implementing the schemes without amplifying the powers of the Central Government.

This difficulty was particularly relevant in dealing with the staff of the institutions which were proposed to be reconstructed. The schemes provide that all the workmen staff of the transferor banks will be retained in the service of the new institutions and that the existing terms and conditions of service applicable to such staff will be continued for a period of three years, after which the transferee institutions are expected, and even compelled, to grant the staff in question the same terms as are admissible to their other employees. These provisions were inserted in the schemes in the interests of the employees themselves; and we were advised that in the circumstances they could be regarded as being extremely reasonable and fair and might be sustainable on that ground in the event of the schemes, or any portions thereof, being challenged.

If Government were the only party concerned with the schemes, it might have been possible to rely on the provisions of the section as it originally stood and to defend the schemes, if it became necessary to do so. The transferee banks, for understandable reasons, did not, however, desire to be saddled with the expenses and uncertainties of any possible litigation, following a demand for the grant of other or more liberal terms to the staff of the transferor banks who were being taken over. While the transferee institutions were prepared to offer employment to all the workmen without exception and to practically all the non-workmen, in spite of the fact that the losses, if any, of the branches at which they were taking over could not be immediately eliminated, it was pointed out that it would not be fair

to the depositors of either the transferor or the transferee institution, if the additional cost of granting the higher emoluments straightway were also debited to the assets of any of these banks.

The House, I believe, will agree with me that in cases of this type a reasonable transition period will have to be provided for. The employees of a bank are entitled to be paid from out of the bank's current income or profits, but not from out of the capital assets at its disposal. These capital assets belong to the depositors; and we will not be justified in diverting them for the purpose of financing the higher cost of increased scales of pay and amenities, merely because such increased scales may be held, on certain technical grounds, to be due to the employees who are asking or agitating for them.

We have agreed, on a review of the entire position, that the law should be so changed as to eliminate entirely any uncertainty regarding the legal validity of a solution, which has been widely accepted and welcomed as the best and the most reasonable in the circumstances from the point of view of the employees, the depositors and the general public. The Ordinance, which we have issued and which we are now replacing, accordingly removes the risks, if any, in implementing the relevant provisions, and the smooth working of the schemes is now likely to be facilitated.

We have taken advantage of the opportunity provided by the amendment of the provisions relating to the staff of the transferor banks to amplify section 45 in certain other directions. We are making it clear that the assets and liabilities will be automatically vested in the new institutions without any further formalities, and that the schemes will be operative, in spite of anything to the contrary which may be contained in any other law. This was implicit in the language

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used in section 45 as it was originally enacted. But the banks concerned have suggested, and we have also agreed, that the position should be explicitly stated in the interests of avoiding any litigation by aggrieved or interested parties.

When the Bill was passed in September last year, we did not include the State Bank of India and its subsidiaries within the provisions of the section, as the question of reconstructing or amalgamating these banks did not obviously arise, and as we also thought that the provisions of section 35 of the State Bank of India Act or section 38 of the State Bank of India (Subsidiary Banks) Act might be availed of, in a case in which it was considered necessary to transfer the assets of any other institution to a statutory banking corporation in the public sector. It has since been represented to us that the procedure under the relevant sections of the statutes governing the State Banks is needlessly elaborate; and that while these provisions might be adequate and satisfactory in a normal situation, or in a case in which the institution seeking the amalgamation is itself prepared to take the initiative, the simpler procedure, according to which the consent of the Board of Directors of the two institutions will not be necessary, should be available as an alternative or additional method, in relation to a bank which may have to be amalgamated compulsorily with a State-associated bank. We have decided, after careful consideration, to accept this suggestion, and the Bill, like the Ordinance which it replaces, gives effect to this modification.

I would like to say a few words before I conclude regarding the manner in which the powers already conferred on the Central Government, or the amplified powers now proposed to be conferred have been or are proposed to be used. I referred at the beginning

of this speech to the fact that moratorium orders have already been passed in relation to twelve banks. I am glad to say that on the whole, this has not had any particularly disturbing effect on the banking system. This has been partly due to the fact that certain essential payments have been permitted even during the period of the moratorium, but the circumstances in which banks are being reconstructed or amalgamated are also well-known and widely appreciated, and the public are by now aware that there is no need to take an alarmist or pessimistic view of the future of commercial banking.

Our approach to this entire question has been practical and not dogmatic. We propose to utilise the new powers not for the purpose of enforcing any preconceived idea or plan, but only to strengthen the banks individually and the banking system as a whole. With the experience which we have recently gained, we expect this operation to be as smooth in the future as it has been in the recent past.

The weaker section of the banking system accounts only for about 3 to 4 per cent of the deposits of all the commercial banks put together, but we have considered it necessary to ensure that the measure of safety which is now available to the depositors even in these comparatively weaker banks should be enhanced to the maximum extent possible. The object which we have in view is modest and not difficult of achievement; and after it has been attained, the commercial banks, which incidentally have become much stronger and much more viable during the twelve years or so, since the Banking Companies Act was brought into force, will be able to serve the depositors and the public much more satisfactorily than at any other time in their history. The present Bill is intended

to assist this process, and I commend it for the consideration of the House.

Sir, I move.

Mr. Deputy-Speaker: Motion moved:

"That the Bill further to amend the Banking Companies Act, 1949, be taken into consideration."

Shri Prabhat Kar (Hooghly): Mr. Deputy-Speaker, I welcome this Bill. So far as the scheme provided in this Bill is concerned, this was the stand taken by the employees, and for the last five or six years we on behalf of the All-India Bank Employees Association have been requesting the Government to take these powers, so that the weaker units in the banking industry could be properly stabilised. At that time the Government felt that the power entrusted with the Reserve Bank was sufficient to help amalgamation and therefore it was not necessary to give more powers to the Reserve Bank. But it was subsequently found that the Reserve Bank was feeling helpless in the sense that no single institution was desirous of amalgamation itself with a view to strengthen the banking industry and the banking system. Therefore, in September 1960 the Government brought the amendment to the Banking Companies Act, and at that time entrusted power to the Reserve Bank with a view to somewhat force amalgamation in public interest, in the interests of the depositors and in the interests of the banking system.

But even then it was found that the power that was given at that time was not sufficient, because although the Reserve Bank could prepare schemes for reconstruction, there were difficulties in enforcing them. And that is why subsequently an ordinance was promulgated, and in replacement of the ordinance a Bill has now been brought in.

I welcome the Ordinance itself, because it was necessary. Before the

Ordinance was promulgated, roughly ten to twelve banks were already granted moratorium under the Act. But the schemes to reconstruct these banks could not be finalised, and as a result thereof, although the first time-limit was granted, three months, in many cases this time-limit was extended to six months.

It was therefore essential that, in order to finalise the scheme and enforce it, something should be done, and as Parliament was not sitting the Ordinance was promulgated. I therefore welcome that Ordinance, because it has eased the situation to a certain extent.

As I say, I welcome the scheme as it is. But I want to draw the attention of the hon. Minister to certain details. So far as the period of moratorium is concerned, the maximum period that can be granted now is six months. It can be given for three months, and then extended to another three months. My suggestion about this is that so far as the three months period is concerned it is quite all right for banks in a region where there are a number of banks functioning. If the small banks are granted a moratorium to the extent of three months, the banking public will not be put to difficulties there; for three months they will be able to get the benefit of the banking system through other banks. But in places where the particular bank is the only bank functioning, if a moratorium is declared by that bank, the business people, the depositors and the public there will be completely deprived of all banking facilities, as has happened in the State of Kerala. In the State of Kerala four or five banks are already under moratorium. Out of this number four banks were operating in different regions where there are no other banking companies functioning. As a result of the declaration of the moratorium of these banks, the public there, the small people, industrialists or agriculturists or even, I am

[Shri Prabhat Kar]

told, contractors who have been doing government work, are deprived of the banking facilities. As a result of that, they could not perform the normal functions which they should have done if these branches had been working there.

At the same time, I would also draw his attention to this that the period three months, which has been extended to six months, is causing hardship to the public. Government and co-operative societies. Under the Co-operative Societies Act, some amount of the co-operative societies has to be deposited with a Scheduled Bank. The co-operative societies have already deposited certain amounts with these banks. These banks being under moratorium, the co-operative societies are also being deprived of the facilities which they were enjoying. It is not that I am suggesting that the moratorium should be immediately removed. Not that I am suggesting that the scheme of amalgamation should not be proceeded with. My suggestion in respect of these banks is that the period of moratorium should be as short as possible. I would put it this way. Before granting moratorium, the Government should, if not completely, almost finalise the scheme so that, after the scheme is finalised and moratorium granted, the period of moratorium may be the minimum, and during that period, the reconstruction scheme is finally implemented. Otherwise, there is hardship caused in the case of small banks. You are aware that in the State of Kerala, there are more number of banks and their branches than perhaps the number of barber shops in Delhi. There are roughly about 200 banks and each and every bank has between 50 branches and 10 branches and they are working and operating in places where even no barber shops are working. It is for these banks that these amalgamation schemes will work as it has done.

Already, four banks have been granted moratorium with a view to amalgamating themselves so that they can become stronger units. In their case, if the same time limit is considered as in the case of big banks operating in a big area, people will find it difficult. Whether good, bad or indifferent, these people were getting some sort of banking facility. It is true that it is not proper banking. That is a different thing. They were getting certain facilities. If you declare a moratorium and continue the period for six months, naturally, depositors, share-holders, the banking public including the Government are in difficulties. I do not know whether the hon. Minister is aware—he must be—there has been an agitation. They have already started a campaign of agitation. Save-Kerala-Agitation. The Reserve Bank, without understanding the problem and the economy of the State of Kerala, is creating complications by which the banking system and the whole economy of Kerala will be in jeopardy. The Save-Kerala-agitation has been started by all the political parties, including the ruling party. There has been a meeting of the Cabinet and representation has been made to the Government that there must be something done to the State of Kerala. I want the hon. Minister to consider this aspect. It may be that it is not with the intention of crushing the economy of the State of Kerala that the Finance Ministry is trying to create a good atmosphere in the State of Kerala so that the banking system there is strengthened. But, unless it is properly understood by the people there and unless it gets the sympathy and co-operation of the depositors there, it will create a different atmosphere and it will antagonise the whole banking public against the Reserve Bank. That would not be helpful. That is why I am suggesting that in the case of these banks, the period of moratorium should be as short as possible. I

would request that before moratorium is granted, the scheme should be finalised so that, once the moratorium is granted, the scheme is completely finalised and all the formalities are over and immediately the bank will start working.

Another thing that I would suggest to the Finance Ministry is this. The Finance Ministry is aware that there are a number of banks which are not functioning well in the sense that there are various lapses on their part, some due to partition, some due to bad management or mismanagement. These are the banks which require a complete study, so that amalgamation and merger with bigger units may be completed and the interests of the depositors could be safeguarded. As a result of the moratorium, you will appreciate that there are certain repercussions on weaker units. People do not know what is the meaning, what is the purpose of this type of moratorium. People feel that once moratorium is granted, it means that the bank will go into liquidation. Once moratorium is granted, there is repercussion on the other weaker units of the banking system. The banking system receives a jolt. I would, therefore, suggest that this whole procedure about amalgamation and merger of the bank should be completed within the shortest possible time and a thorough enquiry be made by the Reserve Bank of India about the assets and liabilities of the bank so that the interests of the depositors may be safeguarded and there may not be any trouble with closure of the bank as it happened in the case of the Palai Central Bank.

16.37 hrs.

[MR. SPEAKER in the Chair]

If these schemes, perhaps, had been considered earlier, banks like the Lukmi Bank or the Palai Central Bank could have been saved. When I say that they could have been saved, I do not mean to say that the interests of

the Board of directors could have been saved. What I mean to say is, the interests of the depositors who have suffered immensely, who will be the losers in this failure, could be safeguarded, if the steps that the Finance Minister is now proposing had been taken earlier as we were at that time requesting that some forcible amalgamation of the weaker units. Any way that has not been done, and as a result, the depositors of the Palai Central Bank along with the employees have suffered. The same thing happened in the case of the Luxmi Bank. What I suggest is, let there not be a repetition of the Palai Central Bank and Luxmi Bank. I do not want to name any bank in Parliament to cause some harm to these banks. What I am suggesting is this. The Reserve Bank is completely aware of those banks which are not of a regional type, but which are of an all-India type, but whose functioning is so defective that one day or the other, they may cause a great harm not only to the banking industry, but to the country's economy. Therefore, before such a calamity takes place as in the case of the Palai Central Bank, the Reserve Bank, after a thorough examination, should take steps and that would be quite in tune with the policy that has been accepted under this Bill.

Coming to the question of the schemes, I would like to suggest another thing. These four banks will be merged and amalgamated. There are quite a large number of banks which have been functioning in different regions. In those regions, they were important banks. Take for instance, the Bank of Nagpur about which just now it has been stated that it has been finalised and it is being merged with the Bank of Maharashtra. The Bank of Nagpur and the Bank of Maharashtra will begin to function after merger. What I would like to suggest is that the Finance Ministry should see that these branches region-wise are continued so that

[Shri Prabhat Kar]

these are not closed. That is because the main purpose now, as the Finance Minister will agree, is to see that the public in ever locality is given some banking facility.

So far as our banking system is concerned, it is centralised in the big cities. The small banks had their branches in smaller places. Once you amalgamate them with bigger banks, and the bigger banks decide to close those branches, the purpose of the amalgamation will be defeated. Therefore, the branches of the transferor and transferee banks should continue, so that the people in the region continue to get the banking facility, a better banking facility, in fact, as a result of the amalgamation, as the unit will be solvent and there will be no difficulty for the depositors or the banking public. I would like the Minister to see that this is done. I have mentioned the instance of Kerala where the public feel that this is against the interests of the State as such. So, I request the Finance Minister to see that the branches are kept alive, and that, in preparing the scheme, region-wise banking facilities are not completely crushed.

So far as the employees' interests are concerned, we made representations earlier to the Reserve Bank, and I am glad to say that the particular clause in the Bill generally agrees with our demand. Only two points I have to make in this connection.

It is said here that the banking company taking over shall, within three years, pay the new employees the same remuneration as its own employees. That means it can be before three years, but not later than three years. I would suggest that this should be done within the shortest possible time. It is not my suggestion that it should be done immediately. I quite agree that the bank that is taking over will not agree immediate-

ly to take full liability of the increased wages, but we have to consider that at this moment the wage question of the bank workers is pending before the National Tribunal. If these employees had been parties to the dispute before the National Tribunal, they would get some increase in emoluments as a result of the Tribunal's Award, but as a result of the amalgamation, for about three years they will not get any increase that might be awarded by the National Tribunal to employees of their own class.

Take for instance, the Indo-Commercial Bank which is being merged with the Punjab National Bank. It is a class C-2 bank. They might not have got the benefit available to A class bank employees, but they would have got the benefit available to employees of C-2 banks. But as a result of this merge, they will not get even that benefit, they will continue in the present scale for another three years. So, I suggest that if it is possible, the period of three years should be reduced as much as possible.

Alternatively, I suggest that these employees be paid what they would be entitled to according to the Award to be made by the National Tribunal in their own class. That means that the Indo-Commercial Bank employees get the benefit of the Indo-Commercial Bank Award, and not that of the Punjab National Bank award, and likewise, the Bank of Nagpur employees will get the benefit of the Bank of Nagpur Award and not that of the Bank of Maharashtra. Let them at least get that benefit. Let them not be deprived of the benefit which they would have got if the merger had not taken place. That is the only suggestion that I would like to make in this connection. After discussion with the Reserve Bank authorities on this matter, we have said that we have welcomed this, because we are interested in seeing that the banking industry becomes solvent and also

stronger. That is why we have agreed even to the suggestion that the present thing can continue. But, as we have suggested, instead of three years, let it be one year; in the alternative, let it be three years only in the scale which would be applicable to the employees belonging to the particular class of the respective banks. I think that at least will not be unreasonable, and I hope this will be agreed to.

Another suggestion that I would like to make is in regard to the depositors' interests. I am glad to learn that the depositors of the Bank of Nagpur will be paid in full on the very day of the change-over. I am glad that the necessary steps have been taken by the Bank of Maharashtra. I wish that in order to create confidence in the minds of the depositors, the other banks also will do like wise; of course, after assessing the assets and liabilities, they may do it, but I would like to point out that if after the moratorium and after the amalgamation, the depositors are not paid in full after all this assessment, then there will be a tendency on the part of the depositors of the small banks to withdraw their money, because in spite of the best efforts on the part of the Government to help the depositors with full payment, as has been done in the case of the Nagpur Bank, the depositors of the banks which are under moratorium will not know what their future will be, and, therefore, they may start withdrawing their money. I am glad that full payment is being made in the case of the Bank of Nagpur depositors, and perhaps, the same thing may happen in the case of the Indo-Commercial Bank and New Citizen Bank depositors, though I know that it will not be so; but that is a different thing altogether.

I have seen in the papers that the bankers are meeting here in Delhi somewhere about the 11th or the 12th

of this month to consider the deposit insurance scheme. I know also that the small banks are interested in it, and they want this deposit insurance scheme, but it is their big brothers who are against it, because, today, in the fight for the deposits, the big brothers are at an advantageous position, and their directors have earned a better name, and, therefore, they are in a better position to compete and draw more deposits, and consequently, they are not interested in the deposit insurance scheme; but the small banks are quite agreeable. I do not know what will transpire at the meeting, and I would like the hon. Minister to consider this namely that this deposit insurance scheme is very important if we want that the small banks should continue, and if we feel that they are necessary, because, at this moment, immediately, nationalisation of the banking industry is not taking place. From what I can see today of the various steps that are being taken, I am quite sure that nationalisation will come, no doubt, in a few years. There is a change in the tone of the Finance Ministry also on this aspect, but that apart, my point here is that these small banks should function, because they cater to the needs of the small businessmen and the small industrialists. It is very difficult for these small industrialists and small businessmen to get any advantage from the bigger banks; it is true that the rate of interest charged by the bigger banks is, no doubt, small but the restrictions imposed by them on these people makes it so difficult for these small people to get any loans. That is why I feel that the small banks should continue, and if they are to continue, then it is very important that the deposit insurance scheme is implemented. Otherwise, the small banks will go out of existence, and the bigger banks alone will remain and they would not be able to serve the interests of the small businessmen, the small industrialists and the small middle-class people.

[Shri Prabhat Kar]

That is why in the interest of small depositors, the deposit insurance scheme should be accepted and implemented. I hope that with that scheme the banking industry can be stabilised.

With these words, while agreeing completely with the objects of the Bill, I hope the Finance Minister will accept certain suggestions in regard to details which I have made with a view to improve the working of the banks.

Mr. Speaker: There is no one else to speak. The hon. Minister.

Shri Prabhat Kar: There was no one else to speak, when I rose to speak.

Mr. Speaker: He will continue then!

Dr. B. Gopala Reddi: The other day the hon. Member wanted three hours instead of two hours for this Bill and then you in your generosity said that if need be, you would give another hour. Now we see that only the hon. Member is interested in the Bill and not others.

Mr. Speaker: The hon. Minister need not provoke them. Some Member may come and say, 'Yes, I want to speak'.

Dr. B. Gopala Reddi: Even if they are provoked, now I am on my legs. They cannot speak at this stage.

Mr. Speaker: All that was said was that such an innocuous and inoffensive Bill would not take much time.

Dr. B. Gopala Reddi: Even the two hours allotted are perhaps too much.

Mr. Speaker: Yes.

Dr. B. Gopala Reddi: Anyway, I am really happy that the only Member who has spoken on this Bill welcomes the main provisions of the Bill.

It is good so far as it goes. He made certain suggestions which will certainly be considered with great sympathy to see how far we could accept them.

After all, he admits that there are administrative difficulties with regard to moratorium also. But he feels that the moratorium should be of as short a period as possible. Certainly, it is not in our interest to keep the whole thing in an uncertain atmosphere for any length of time which is not necessary. But there are certain difficulties. We have to get the other banks to agree. Then the reconstruction scheme has also to be put into operation, the opinions of all concerned parties have to be taken and things like that. We shall certainly try to see that the moratorium is of as short a period as possible. But the hon. Member must realise that there are certain administrative difficulties and it is no use hustling or hurrying them unnecessarily.

Then the Reserve Bank must also undertake a survey of the defective banks. They know which are the banks which are defective. Steps should be taken to stabilise them also. I am sure the Reserve Bank is certainly putting all the pressure necessary to improve their system of management, their finances and so on. I am sure the Reserve Bank is alive to its responsibilities in that direction. If it thinks that a bank is beyond repair, then only the situation arises when it has to declare a moratorium or think in terms of merger with a bigger bank. I am sure the Reserve Bank is certainly looking into all these aspects and very soon I hope the survey of the Reserve Bank will yield very good results and the defective banks also will be rectified to a large extent. But even here, it cannot be done overnight. Even in the case of Bank, the Reserve Bank was giving it admonitions from time to time. But

it could not rectify it in the course of a few years; it took a longer period. Anyway, the Reserve Bank will certainly see that these defective banks also are put on their feet properly.

The hon. Member wants all the branches of the merged banks to be retained as far as possible so that the banking facilities available to the villages just now on the rural side would continue to be available. While it is a good suggestion—as far as possible, we will certainly see that the branches are continued—in some cases, a particular branch may perhaps become redundant. Suppose the Punjab National Bank has its own branches and the Indo-Commercial Bank also has its own branches in some places, it cannot be said that all the branches should be retained even when there is duplication.

Even if there is duplication if really the society is being served and if it is in the best interest of the banking system and if it is profitable also that branch will be continued. But, if it is going into loss hopelessly then, perhaps, they may have to think in terms of closing that branch. Even otherwise, we are trying to see that the staff is retained as far as possible. The question of retrenchment also does not arise. We are trying to see that the entire staff is retained by the taking-over bank.

The hon. Member wants that the benefit of award also should be available. We do not know what is the award is going to be. This bank being in distress has already gone under; it is a diseased bank and is on its death-bed as it were. The hon. Member wants it to function as though it is not on its death-bed and it can walk a furlong or two. This is a question which has to be considered very carefully. When we put so many conditions the bigger bank may also hesitate to come forward. After all, we have to encourage the bigger banks to

come forward and take over the diseased banks.

Shri Narasimhan (Krishnagiri): It will be at the expense of its depositors.

Dr. B. Gopala Reddi: The Reserve Bank has also got to see that the bank that is coming forward has got the necessary strength to take over the liabilities of this bank in distress. Too many conditions and restrictions should not be imposed so that they may not act as deterrents. In the interests of the depositors of the bigger banks also we have to see that we do not put unnecessary burdens on them. So, we cannot straightaway say that the benefit of the award to be given hereafter will also be borne by the taking-over bank—in the category of the transferor bank.

These are suggestions which the hon. Member has made; and we will certainly consider them and see what could be done. I am happy that the Bill has received the approval of the hon. Member who is taking keen interest in banking matters.

Shri Narasimhan: When are these banks expected to operate normally after being amalgamated—I mean banks like the Indo-Commercial Bank?

Dr. B. Gopala Reddi: As soon as they are taken over. With regard to the Nagpur Bank and the Maharashtra Bank the thing has been notified already and we are giving them a month's notice so that the preliminary processes might be completed. It is not so possible in every case as in the case of the Nagpur Bank, to say whether they will be able to pay straightaway 16 annas in the rupee. It all depends upon the assets of the bank. The Nagpur Bank may be in a very good position; but we cannot say that with regard to other banks.

Shri Narasimhan: Will it be done at least in larger instalments?

Dr. B. Gopala Reddi: Other payments will also be made as soon as possible, say up to 10 annas or 14 annas in some cases. The rest of it will be realised and the instalments paid.

Mr. Speaker: The question is:

"That the Bill further to amend the Banking Companies Act, 1949, be taken into consideration."

The motion was adopted

Mr. Speaker: There are no amendments to clauses. I will, therefore, put all the clauses together.

The question is:

"That clauses 2 to 6, clause 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 2 to 6, Clause 1, the Enacting Formula and the Long Title were added to the Bill

Dr. B. Gopala Reddi: Sir, I move:

"That the Bill be passed."

Mr. Speaker: Motion moved:

"That the Bill be passed."

17 hrs.

Shri Prabhat Kar (Hooghly): Sir, these four banks in Kerala which have been granted a moratorium will be amalgamated into a new bank. I have a suggestion to make that the top men of the banks. I do not want to say managers but rather the top men who were responsible for these activities which led these banks to come to this stage should not be made the top men in the new bank. These banks are being amalgamated in the interest of the depositors and the public. The means that it is the Government's opinion that the functioning of the

present banks is not in the interest of the public and of the depositors; there is some snag in their functioning. I do not want to go deeply into the matter. So, it will be in the interest of the depositors and the public and also of the banking system if none of the top men connected with these banks are again at the top in the new bank, in control of its affairs.

Dr. B. Gopala Reddi: But a person in the top may not be responsible for the mismanagement. He might have come three years ago but the mismanagement might have started ten years ago.

Shri S. M. Banerjee (Kanpur): He was a party then.

Shri Prabhat Kar: The moratorium would not be granted if public interest was not in jeopardy. You amalgamate these banks with a view to bring about a sounder and stronger unit and those top people who were in the old banks and who were responsible for malafide acts—I am not saying all of them acted with malafide intentions; I am not attributing any motive—and also mismanagement should not again be given the power to control the bank which you are setting up. Government should put new persons in the top of this bank so that it can function properly with the sole aim of improving this system.

There is politics not only among the political parties but in the running of an institution also. If there are four different managements, there are four different type of politics. If you amalgamate these four banks and put one of these persons at the top, it will create complications. For these two reasons, I suggest that the Government should see that none of the top men of these institutions be given the power to control the one amalgamated bank which would emerge as a result of this amalgamation.

Shri Narasimhan: I hope that this Bill, when it becomes the law, will expeditiously be utilised to see that action is taken quickly and I hope that it will not be treated as merely a matter between these merging banks but is a matter which is vitally affecting the welfare of the depositors. They should get their money back in as larger instalments and as quickly as possible.

Dr. B. Gopala Reddi: The entire amending legislation is undertaken to safeguard the interests of the depositors. So, there is no question of delaying the measure. We shall certainly see that expeditious steps are taken to safeguard the interests of the depositors in full.

With regard to the suggestion of Shri Prabhat Kar, we certainly agree with him in this respect, namely, wherever they have been responsible for the mismanagement, those people should not again be put at the helm of affairs. But sometimes, they may not have been directly responsible, and sometimes we want to utilise the experience of those people in realising the amounts that are due to the banks. Suppose we discard all of them, then we may not have anybody who is in the know of things and who may be in a position to help us in recovering the amount that is due.

Shri Prabhat Kar: Not discard. I only suggested that such people should not be given any controlling power. I did not say that they should all be discarded.

Mr. Speaker: If those people, without the aid of the Reserve Bank, had recourse to registration by themselves and have a moratorium, then, what is the meaning of entrusting the work to the same persons? That is what the hon. Member says.

Dr. B. Gopala Reddi: We should not allow them to mismanage again. We entirely agree with the hon. Member. But in some cases we will have

to utilise their services in a subordinate position—not give them the controlling power—but put them on the directorate so that their experience of the past events could be made available to us in the realisation of the assets. Therefore, we agree with that suggestion generally, but we will have to see from the administrative angle also.

Mr. Speaker: The Question is:

"That the Bill be passed".

The motion was adopted

Mr. Speaker: I would like to make one observation. Hon. Members rush to speak on easy matters like health, education, etc. Every man can speak on such subjects. But I would urge upon hon. Members to take interest in vital subjects such as banking. Of course, the Bill was simple and good. But even on such Bills, a number of suggestions could be made. On the other hand, there is a rush of speakers always for some easy-going subjects like education, health, etc. On such subjects, from the nursery school onwards right up to the college, anybody can talk. In fact, they do have debates. But in this case, except one hon. Member from the Opposition non else spoke. I am not casting any aspersion, but I want to express my own difficulty. There is too much of rush on simpler subjects, and some Members say sometimes, "You have no eyes, but you have no ears also"! As far as possible, I am giving opportunities to all Members. Now, there is ample opportunity, and we can sit till 6 O'clock. But nobody takes advantage of it. (I shall note down the names of hon. Members who are absent. *(Interruptions)*.)

Shri D. C. Sharma (Gurdaspur): Please mark us, who are here, present.

Mr. Speaker: That means the same thing. Those that are present will exclude those that are absent! \

Shri M. B. Thakore (Patna): Sir, I rarely get time—I may be given time to speak.

Mr. Speaker: Very well.

17.08 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS*—RAILWAYS 1960-61

Mr. Speaker: The House will now take up discussion and voting of supplementary demands for grants in respect of the railway budget for 1960-61. One hour has been allotted for this. Hon. Members will pass on to the Table the numbers of the cut motions, which they want to move. Who are the hon. Members who want to take part in this debate?

Several Hon. Members *rose*—

Mr. Speaker: There are six Members. Very well.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st Day of March, 1961, in respect of Demand No. 2 'Miscellaneous Expenditure'."

DEMAND NO. 7—WORKING EXPENSES
OPERATION (FUEL)

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,26,41,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No 7 'Working Expenses—Operation (Fuel)'".

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 79,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 8 'Working Expenses—Operation other than staff and Fuel'."

DEMAND No. 13—OPEN LINE WORKS
(REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 46,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 13 'Open Line Works (Revenue)—Labour Welfare' "

DEMAND NO. 16—OPEN LINE WORKS—
ADDITIONS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 33,00,18,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 16 'Open Line Works—Additions'".

DEMAND NO. 17—OPEN LINE WORKS—
REPLACEMENTS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 9,09,24,000 be granted to the President to defray charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 17 'Open Line Works—Replacements'".

*Moved with the recommendation of the President.

**DEMAND NO. 18—OPEN LINE WORKS—
 DEVELOPMENT FUND**

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,10,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1961, in respect of Demand No. 18 'Open Line Works—Development Fund'."

The Deputy Minister of Railways (Shri Shah Nawaz Khan): In moving these supplementary demands for grants for the year 1960-61 for the consideration of the House, I may say by way of introduction that the supplementary demands as initially framed comprised 11 demands, of which two were for charged expenditure. Based on latest information from the railways, in regard to the progress of works and pace of expenditure, it has been decided to withdraw two of these supplementary demands wholly (under Demands 9 and 14) while on the case of the third demand, Demand No. 6, the supplementary demand is now restricted to the charged portion only.

The withdrawal of these supplementary demands has become possible largely due to the sustained measures of economy including the rephrasing of certain open line works of operating improvement chargeable to revenue, in keeping with the requirements of traffic as have actually accrued.

In the result, the increased provision asked for under Revenue, apart from a very small increase under Demand No. 2—Revenue Miscellaneous Expenditure and some increase under Demand No. 13—Open Line Works Revenue "Labour Welfare", is now confined chiefly to Ordinary Working Expenses—Fuel (Demand No. 7) and Operation other than Staff and Fuel (Demand No. 8). In both these

Demands Nos. 7 and 8, a substantial portion of the increase is due to post-budgetary increases in the price of coal on two occasions in the year and increase in the rate of labour welfare cess from 1st January, 1961. The other post-budgetary development, viz., decision to pay staff in cash, instead of affording credit to their provident fund accounts, was earlier estimated to result in additional expenditure under Demand No. 6—Operating Staff—with a corresponding saving under Demand No. 9. The latter demand includes provident fund. Since then, it has been assessed that expenditure on Operating Staff has been so well regulated with reference to traffic requirements that the savings realised due to not engaging additional staff as expected in the budget more than cover the additional expenditure on cash payments to staff. There will be savings, therefore, under Demand No. 9, but no increase in funds is now being sought under Demand No. 6, voted.

Shri T. B. Vittal Rao (Khammam): Mr. Speaker, Sir, I wish to speak on a few demands—Nos. 2, 7 and 8. I welcome the decision of the Railway Board to take over under its control the Signal Engineering and Telecommunications School at Secunderabad, because this is an all-India railway training school. But I do not know how the workshop attached to it will be treated. The workshop at Secunderabad is manufacturing signal and telecommunication instruments. What would be the position of that workshop? Will it continue to be under the Central Railway or will it also come under the Railway Board as an adjunct to the school?

This workshop has been manufacturing certain latest signal equipment for the railways, but though the staff there have put in more than three to four years' service, still they are treated as casual labour. In reply to a question of mine in the last session,

[Shri T. B. Vittal Rao]

the hon. Deputy Minister, Shri Ramaswamy, stated that they are still working out the number of workers required for this workshop. I do not know how long it will take. This workshop has been therefor several years and the staff there should be made either temporary or permanent. They cannot be kept as casual labour for a number of years like this. They are all daily-rated. Even the skilled workers are daily-rated. Therefore, I would urge on the Minister to see that this job analysis or whatever it is, which they are undertaking is taken up and finished expeditiously and the staff made either temporary or permanent, because this workshop is going to be a permanent workshop. That is one thing which I would like to say under this Demand No. 2.

As a result of the increase in the price of coal and as a result of the increase in the labour cess that is levied, there is going to be additional expenditure on coal. But, at the same time, I would urge upon the Minister to see that the coal is economically utilized. Nowadays, because in this country we get very cheap coal proper attention is not being paid to the economic utilisation of coal. Even now, I believe, if coal is properly utilized there will be a good saving which can very easily offset the rise in expenditure as a result of the price increase of coal.

I remember in some of the railways in the well-advanced countries they give incentive to the crew. Suppose an engine driver or crew saves a certain amount of coal, 50 per cent of the cost of that coal is credited to the wages of the crew so that it serves as an incentive to them to save as much coal as possible. This is done in the railways of the Soviet Union. So, some sort of incentive schemes may be thought out or evolved so that the drivers who actually save coal could get a certain amount of the savings they make.

There have been very good papers which have been made available by the Fuel Research Institute about the economic use of coal. Even our railways had a Fuel Economy Committee and they published two valuable reports. I do not know how far they have been put into force. There was a suggestion by that Fuel Economy Committee that a washery should be established at Kothagudiem where Singareni coal is available so that the railways could get a proper grade of coal. Secondly, the shipping of Bihar—Bengal coal to south via Calcutta should be stopped. Because, we do not get proper graded coal. The coal which is brought by steamers to South, by ship to the south, is not graded according to specifications. They are just dumped together in bulk whereas in wagons they are loaded or stacked according to the grade. So in the ship the coal gets mixed up and what is necessary for the goods locomotive is used for passenger locomotives with the result there is a failure in the case of passenger locomotives.

Moreover, on account of getting coal by ship there is an increase in the working expenses in the southern railway zone. For instance, a ton of coal costs Rs. 60 per ton in the south as against the average cost, including freight charges, of Rs. 40 per ton. I am making this point because in the general debate one senior Member of this House and a very good student of transport had mentioned that in the south there should not be any further railway link because of the fact that already in the southern railways we are incurring losses. The loss is mainly due to the subsidising of the shipping industry. The loss is not due to the working of the southern railways, not because of less traffic returns either of goods or of passenger traffic, but because the southern railway is

getting coal from Bihar-Bengal coal-fields by Calcutta in ships. The Railway Minister has made it quite clear on many occasions that they are doing it in order to support or subsidise coastal shipping. Anyway, this should be stopped if the railways in the South have to work efficiently. So, we will have to stop getting coal by ship and we will have to get coal from Sigareni and see that the Southern Railways do not incur any further losses.

Then I come to certain expenditure that is involved in these demands with regard to the supply of uniforms and all that. The railways appointed a committee called the Uniforms Committee years ago and that Committee gave its report. And when two years ago I raised this in this House on a supplementary demand, the hon. Railway Minister said: "I am very sorry, there has been delay in the examination of the report of the Uniforms Committee. However, since it has been brought to our notice we will expedite the examination." I do not know what decision has been arrived at by the Railway Board on that report. But the fact remains that in one section, Secunderabad to Manmad, I know that gangmen who get a *kambal* each yearly do not get it for the last two or three years. I do not know who is responsible for it. This has to be looked into. Why has there been a failure in the supply of *kambals* to gangmen which is their only protection against rain and sun. Why has there been delay in supplying them *kambals*? The supply of *kambals* annually is a simple thing. It is indented annually. It is not an unforeseen expenditure or any such thing, but still gangmen on the metre gauge section, Secunderabad to Manmad, are not supplied *kambals* even after a lapse of two or three years.

Then I come to the Khandwa-Hingoli rail link.

Mr. Speaker: There is a similar complaint from postmen that chappals or umbrellas and such items of uniform are not given to them in time.

Shri T. B. Vittal Rao: They do not get the supply for two or three years and the Railway Board goes on leaping over these grievances.

Then it has been stated that there has been an expenditure on account of acceleration of the Khandwa-Hingoli rail link. I am very glad that this old rail link has been opened but there has not been any acceleration, as stated in the Demand, because this link was sanctioned in the year 1953 and it took our Railway Board to complete this link of 186 miles eight long years. This rate of construction is not good. But I do not know why this has been put down under 'acceleration'. When we raised the question of delay in the construction of this rail link two months ago, the hon. Railway Minister said, "I am very sorry that the Railway Board has not paid any attention to it. Now we will try to bestow some attention and see that the rail link is completed." Anyhow, the rail link has been opened for both passenger and goods traffic. I will only request the hon. Deputy Minister to see that there is a direct train running from Secunderabad to Khandwa at least in the first stage. That will fulfil a very longfelt need.

Another point I want to mention is with regard to the supply of steel for the railways. A huge amount of Rs. 27.49 crores has been put down under the heading 'Miscellaneous advances—suspense' mainly to cover provision for procurement of steel. Here we get a supplementary grant for increased expenditure on account of procurement of steel and during the whole of last year we were told that for want of steel certain repairs and other things had been slowed down.

[Shri T. B. Vittal Rao]

Even in the Budget speech, while reviewing the performance of the railways for the year 1960-61, it was stated that the work of repairs and maintenance carried out in the workshop has been slowed down with the result that there is a shortfall in expenditure. I am given to understand that some steel which we procure from abroad is made available to certain firms like Burn and Company, Indian Standard Wagon Company and so forth for the manufacture of wagons. On the one hand you say that you are able to procure huge quantities of steel and on the other workshops and factories had to be closed down for want of steel. In some places actually workers were laid off for want of steel. I do not know how far it is true that the steel is supplied to these firms for the manufacture of wagons.

Then, with regard to the whole transport bottleneck in the country today I want to say this. I am not talking only with regard to coal; in regard to coal it has assumed a very huge proportion. I have been putting questions and getting replies in regard to the transport bottleneck. For instance, from Tadepallegudem and Rajahmundry rice is not transported to Calicut. Similarly, from Anakapalle jaggery is not transported currently and so many wagonloads are remaining there. With regard to the transport of firewood and timber and charcoal from Bhadrachalam Road railway station, there are even now at the station yard four hundred wagon loads of timber, charcoal and firewood lying for want of wagon supply. They are not able to supply transport to Vijayawada and other places with the result that today firewood is selling at Vijayawada at Rs. 65 per ton. Only the other day I happened to attend a meeting of the forest contractors and firewood merchants and they said, "we have been in this business for such a long time, but at no time did we get such a price as Rs. 65 per ton". And

a little better quality of firewood is sold at Rs. 75 per ton. The whole economy of the country has been shaken on account of the lack of transport for these various commodities.

Then again, I am told some ingenious person in the Railway Board has placed orders for box wagons without making adequate provision for having four-wheelers. The manufacture of box wagons takes a long time and replacements have to take place in the mean-time. For that we must have sufficient number of four-wheelers. Of course, we have to have bigger type of box wagons and other things, I agree. But by the time we indent, place orders and get them it will take long, and in the mean-time what is the alternative provision made for transport? I feel the shortage in wagon supplies is partly due to this reason.

Finally, I want to say this. The riding efficiency of the passenger coaches is deteriorating very much. We have a huge organisation for standards and designs on which we incur expenditure. What is this department doing? The man at the head of this department is equal in rank to a General Manager. But we find that there has not been much improvement in the riding efficiency of these passenger coaches at all. Jolting and other things are there. A Railway Official Team went to foreign countries on a visit. They went to the Soviet Union also. And they have given a report to the Railway Board. How far the Railway Board have acted upon the suggestions made by that Team, I do not know. But in their report they make a specific point that in the Soviet Union they are not going to manufacture light coaches because they do not want to endanger the riding quality of the coaches.

These are the few things which I wanted to mention and I hope the hon. Minister would look into them.

Shrimati Ila Palchoudhuri (Nabadwip): Mr. Speaker, I want to speak

on three Demands of the Supplementary Demands for Grants this afternoon, but I hope I shall have a chance of speaking on the Railway Board when the Railway Budget Demands are discussed.

Mr. Speaker: It largely depends upon the performance now.

Shrimati Ila Palchoudhuri: Very well, Sir.

I was surprised to hear the hon. Member opposite saying that we should discontinue the carriage of coal by coastal shipping. One thing I would like to say, and that is that this kind of discussion brings about a feeling as if there is some sort of competition between the different modes of transport. That is not so at all. The hon. Railway Minister, while replying to the debate this afternoon said that in our country there is place for every kind of transport. In that case, to say that coastal shipping is more expensive is entirely wrong, as my friend opposite put it. Because, the Railways, when they work out their freights actually subsidise the freights because they want to help industries, and much of the coal that is consumed is consumed by the Railways themselves. I am not at all against the rates being less. But, the only thing is that the bottlenecks should be removed. For that, I should certainly suggest that as much coal as the Railways can carry, let them carry, and let them divert as much as they cannot carry to coastal shipping which is also one of the cheapest modes of transport. Because, anything transported by water is certainly cheaper than transport by land or by air for that matter. I think, if we divert some of our coal to coastal shipping, it will keep that transport alive and also correct this bottleneck in the transport of coal that we are experiencing now.

Secondly, I would like to draw the attention of the hon. Minister to Demand No. 14, that is about labour welfare, etc. I do not want to go into

the details of it. I have even written to the Minister. I take this opportunity of drawing his attention to it. There has been a lot of complaint that the lady ticket checkers in the Howrah division are victimised in many ways. They have nowhere to go. They have written about this. I hope their case will be looked into. Staff welfare and staff contentment must be there to the maximum extent so that the Railways can work to their full efficiency as we want them to. We are all proud of our Railways. This is a matter about which I have written to the Minister and I hope he will look into the cause why the lady ticket checkers should in any way be victimised just because they are lady ticket checkers. This is more than I can understand. It has been brought to my notice that they are asked to do many things which they should not be asked to do. I think the hon. Minister can look into it himself and get it corrected if he will only do it and take the trouble to do it.

—Then, I would like to draw attention to Grant No. 18. This is for amenities to passengers. These amenities should be looked into. We sit in the Consultative Committee and we recommend many things. Perhaps, the Minister and the Railway Board take them into account. But, there is something done which affects the amenities of the passengers. The alarm chain in many trains have been blocked out. Particularly, in the Eastern Railway, there are trains that run from Krishnanagar and Nawadwip-ghat up to Sealdah that arrive at Sealdah at 12 o'clock in the night. I have travelled in them myself. The alarm chains have been blocked out. None of the doors could be locked. It is really unsafe. In fact the Guard asked me to come and sit in his compartment. He said, "this is most unsafe, none of these doors can be locked, it would be all right if you could come and sit in my compartment" I did go into the Guard's compartment and sat with him. It was very nice

[Shrimati Ila Palchoudhuri]

of him and I appreciate that. But, at the same time, I think if the alarm chains were provided and the locks could be worked, that would be a better arrangement altogether.

Also some amenities have been suggested by some of us about Ladies' compartments. Some sort of a push button could be provided to give the Guard warning.

Mr. Speaker: Are not there in some places women police constables?

Shrimati Ila Palchoudhuri: It is not a care of men police constables and women police constables.

Mr. Speaker: I am making a suggestion. There may be women police constables in every ladies' compartment during the night. This will be useful. They can carry a revolver. Women can shoot as much as a man can shoot.

Shrimati Ila Palchoudhuri: I think you are right. I hope it will be done. I think there is also an easier way, that is, if a push button system could be introduced in all the ladies' compartments, particularly during the night, it would be helpful. This is because to pull a chain becomes very difficult. In some of the trains this device has been tried, and I hope it will be put into all the trains, particularly in the ladies' compartments, so that by just pushing a button you can give some sort of a signal and the train comes to a stop, and the Guard also knows exactly where to look for trouble. Because, when somebody enters the compartment, he is not going to allow a lady traveller to get to that chain, and very often it is too high for the average height of the women who is travelling. She cannot reach it. So, I think this contraption should be made available to all trains as far as possible, and as soon as possible.

Lastly, I would like to suggest one thing for the consideration of the Minister. It has been brought to my notice that the vegetarian meals as

served in all the railways now are very welcome. Now that there is departmental catering, there is not so much feeling against them as there was before. Further, the South Indian food has become very acceptable to everybody, and as far as the vegetarian meal goes, I hope the dosa and idli will be made available on all the railways, because I think everybody appreciates them.

Shri Radhelal Vyas (Ujjain): And cheap also.

Shrimati Ila Palchoudhuri: This has been represented to me. It is very good and also made fresh. So, if they can be served on the Southern railway, there is no reason why there should not be enough space to serve them on the Northern railways also.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): It would be confined to only idlai and dasa, or sambar also?

Shrimati Ila Palchoudhuri: Whatever can be given, and at a cheap rate, I think will be acceptable, and I am sure the hon. Deputy Minister himself will appreciate it if we can get them on the Northern railways.

These are the few suggestions I have to make. Particularly, I would plead for coal to be diverted to coastal shipping wherever it is possible, so that not only does it prevent congestion, but gives a chance to this second line of defence to live, and the bottleneck in the transport of coal is alleviated. I would also request him to look into the position of the lady ticket checkers, because they are very agitated.

Shri D. C. Sharma (Gurdaspur): I do not understand what kind of accountancy the Railway Ministry practises when it brings forward Supplementary Demands for so many crores. My feeling is that if the Budget is framed properly, there

Mr. Speaker: The House must have some kind of advice regarding

[Mr. Speaker]

this matter. I do not challenge the right of Government; Government certainly come forward with all sorts of claims, but the person who makes the claim cannot be the person who judges whether the claim is in excess or no, whether it is proper or not. Therefore, I shall devise a method. If it comes only as one of first impression to the House, Members cannot be expected to vote on it. What is given to them in the explanatory memorandum is not sufficient to enable them to exercise a proper judgment. They do not have any assistance or aid from anybody now. Neither the financial committee such as the Public Accounts Committee and the Estimates Committee have had, nor the Auditor-General has had any opportunity to look into them. Not one of these bodies have brought their mind to bear upon this.

Shri Radhelal Vyas: There is no Standing Finance Committee now.

Shri T. B. Vittal Rao: A committee may be appointed. For example, Rs. 23 crores are involved. We do not know any details about it. What can we do with the small scrappy note?

Shri D. C. Sharma: Sir, I thank you for coming to my rescue.

Shrimati Ila Palchoudhuri: He always does. (Laughter).

Shri D. C. Sharma: I know that. The lady Member smiles and laughs too much. What can I do? I was submitting very respectfully....

Mr. Speaker: If I do not hear, it does not matter. The hon. Deputy Ministers are here to listen to the hon. Member.

Shri D. C. Sharma: The lady Member disturbs me by laughing too much.

Mr. Speaker: Then he may come to the front bench and not look at her.

Shri D. C. Sharma: You always say that, but I never come to the front bench. You are very kind in your intentions. I was submitting very respectfully that this kind of budgeting in a hurry is not very good for the reputation of this august Ministry which has been receiving so many bouquets all these days from the Members of the House.

I am glad, Sir, that you have come to our rescue, and you have said that in future, Supplementary Demands which run into so many crores of rupees should be properly scrutinised before they are brought before us.

Now, I come to Demand No. 2. I am very happy that the railways' School of signals and radio telecommunications is going to be an all-India institution. I think this will lead to the better and more efficient working of the School. But I would make one suggestion. There are so many types of schools run by the railways. There are technical schools, there are other types of schools and there are some which are professional. I would like to know from the hon. Minister how many schools serve regional needs, how many serve local needs and how many cater to all-India needs. My feeling is that the yardstick which has been applied to this School should be applied to all those schools which serve an all-India need and all of them should be brought under the Railway Board. It is no use keeping them under the different railways because by doing so we are neither making for their efficiency nor doing anything else to bring about better standards. At the same time, I think that the teachers in the schools also deserve a better deal. I am sure when they are brought under the Railway Board, they will be judged by the same standards by which we are judging the Central Universities. Their salary scales and other things will correspond to the salary scales, with proper modifications, as obtain in those in-

stitutions which are run by the Central Government.

There is another point. I feel that something should be done to have a Sports Control Board. I am afraid that sports are not being looked after so well these days by the railways, as they were sometimes ago. There are persons who think that the Railway Ministry today is not so keen on sports as the Englishmen used to be. I do not attach much importance to that criticism. If the Englishmen are born sportsmen, Indians are also born sportsmen. But I would submit that so far as the sports activities on the railways are concerned, they are in a very sorry state of affairs. They do not have that kind of pull with the staff as they used to do at one time. The Railway Ministry is appointing so many Committees and so many things to look into its various spheres of activity. I think the Ministry should appoint a Committee to see that the standard of sports in the railways goes up. I am not speaking in terms of professionalism; I am speaking in terms of the recreational value of sports. I think as we have appointed a Committee to look into the sports of our country in other respects, a Sports Committee is needed so far as sports on the railways are concerned.

An Hon. Member: Champions are going out.

Shri D. C. Sharma: Then I find a provision of Rs. 40,000 as subscription to the International Union of Railways and Rs. 17,000 as subscription to the Permanent Commission to International Railway Congress Association. I would like to know what are these institutions and what good they are doing to our railways? Of course, I want that my country should be properly affiliated to international organisations. I want that my country should have windows on the international world. But I cannot understand what is the corres-

ponding advantage to be reaped by the Railways by paying such sums. I would like to know how many members there are in this Permanent Commission to the International Congress Association; I would like to know how many members are there in the International Union of Railways? Do they represent all the countries of the world or do they represent only some of the countries of the world? I would like to know why so much money is being spent on the membership of these bodies? Is the membership only a matter of prestige or does it bring us some gain in technical matters or professional and other matter?

I want to make a few observations on item No. 8. I would be the last person to say that the Railway Ministry should add to its expenditure. But I cannot help saying that so far as stationery is concerned, so far as clothing is concerned, so far as other extra things are concerned, the Railway Ministry should not feel very happy. As pointed out by previous speakers, the uniforms of the railway staff should be such as give them a sense of self-confidence, as give them a sense of being dignified in every sense of the word. I find that the standard of uniforms has gone down in the country after independence.

I also find that the forms and other things that they print are not worthy of any progressive commercial concern. They are not even worthy of a concern which cannot be called commercial. I would, therefore, say that even if they have to spend a few lakhs of rupees more, they should print better forms, they should have better articles of uniform. It is no use economising on these things; it is wrong economy. And, I would submit that this kind of economy should be done away with.

Something has been said about the catering department. I think a committee was appointed to go into the catering needs of the country and

[Shri D. C. Sharma]

into the economics of catering undertaken by Government. I do not know if the report has been published. If it has been published, I do not know if it has been laid on the Table of the House. (*Interruption*). Catering is not something departmental. It may be called departmental catering. But catering is something which is a national problem. The Railways should give us a kind of an All-India menu. We are always talking about the integration of our country. But, I say the Railways are in a position to give us an All-India menu.

Shri Narasimhan (Krishnagiri): A national diet.

Shri D. C. Sharma: It should be a menu which will take the best from the south and the best from the north. For instance, I would be very happy if *sambhar* becomes an item of national food. I would be very happy if *idli* becomes an item of national food. I am not so much in favour of *dosa* because sometimes it is over-fried. There are certain things which require a national status and the Railway Ministry should give my countrymen a kind of national diet so that it will be an example not only for the railways but to all the caterers in this country. Now, I shall come to Demand No. 13. Is it one of the Demands that were withdrawn? I do not think so. I come to Demand No. 13.

Mr. Speaker: Has he much more to say?

Shri D. C. Sharma: I shall finish in two or three minutes.

Shri Narasimhan: He can continue tomorrow.

Shri D. C. Sharma: Do you want me to continue tomorrow? I shall do so.

18 hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that discussion and voting on the Supplementary Demands for Grants (Orissa) for 1960-61 which were presented to the House today by the Finance Minister will be held on Wednesday, March 8, 1961, immediately after the conclusion of the discussion on the Resolution regarding the Proclamation issued by the President about the State of Orissa.

I may also inform the House that the General Discussion on General Budget will commence after the House has concluded consideration and voting of Demands for Grants (Railways) for 1961-62.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 7, 1961/Phalgun 16, 1882 (Saka).

[Monday, March 6, 1961/Phalguna 15, 1882 (Saka)]

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QUESTIONS—contd.

S.Q. No.	Subjects	COLUMNS
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978.	Vegetarian restaurant in Puri Station (S.E. Rly.)	3142
979.	Catering arrangement at Mughal Sarai Railway Station	3142—43
980.	Railway quarters in Secunderabad Division C. Rly.	3143
981.	Over-bridge at Jangaon (Andhra Pradesh)	3143—44
982.	Railway schools on W. Railway	3144
983.	Tampering with Railway tracks	3144—45
984.	Reclamation of land for cultivation	3145—46
985.	Delhi Milk Supply Scheme	3146—47
986.	Soil conservation in Rajasthan	3147
987.	Investigation on locusts at Bikaner	3148
988.	Post office buildings in Orissa	3148
989.	S.C. & S.T. in P. & T.	3149
990.	Sambalpur-Titilagarh rail line	3149—50
991.	Minor irrigation projects in Orissa	3150—51
992.	Rural electrification in Orissa	3151—52
993.	Porters at Kantabhanji and Titilagarh stations	3153
994.	Health and Family Planning Centres on S.E. Railway	3153—55
995.	National Highways and bridges in Orissa	3155
996.	P. O. buildings in Madhya Pradesh	3156
997.	Drug Control Act	3157
998.	Quarter for Railway Doctors on E. Rly.	3157
999.	Termination of services of Railway employees	3158
1000.	Construction of waiting rooms on N. Railway	3158
1001.	National Highways in Punjab	3159

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1002.	'Package Programme' in Rajasthan	3159
1003.	Production target of foodgrains for Rajasthan	3160
1004.	Poultry Development in Rajasthan	3160—61
1005.	Fertilizers for Rajasthan	3161
1006.	Development of Fisheries in Rajasthan	3161—62
1007.	Post offices in rented buildings	3162
1008.	Water coolers at stations on W. Railway	3162—63
1009.	Health units on Western Railway	3163
1010.	Tourists who visited Kulu Valley	3163—64
1011.	Urban Water Supply Schemes in Punjab	3165
1012.	Price of Hydrogenated oil	3165—67
1013.	Prizes for increased food output	3167
1014.	Ticketless travel	3167—68
1015.	Passengers thrown out of train	3168
1016.	Crop Insurance	3168
1017.	Purchase of stores by Calcutta Port Commissioners	3169
1018.	Damage to foodgrains by insects	3169—70
1019.	All India Institute of Medical Sciences	3170
1020.	Cane-growers of Eastern Distts. of U.P.	3170—71
1021.	Central assistance for Agricultural Development in Kerala	3171—72
1022.	Medical stipends for Post Graduate Medical Course	3172—74
1023.	P. & T. buildings in Kerala	3174—75
1024.	Fishing of Trout in Himachal Pradesh	3175—76
1025.	Tourism in Himachal Pradesh	3176
1026.	Canals in Mandi Distt. Himachal Pradesh	3176—77

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1027.	Production and consumption of milk and milk products	3177—78
1028.	Rural water supply schemes in Orissa	3178—79
1029.	Assistance to jute growers in Orissa	3179—80
1030.	Gramdan work	3180—81
1031.	Teak cultivation in Orissa	3181—82
1032.	Bridges in Orissa	3182
1033.	Electric traction on E. Railway	3182—83
1034.	Light houses	3183
1035.	Quota of sugar for Tripura	3183—84
1036.	Deforestation	3184
1037.	Train derailment	3185
1038.	New railway lines in Gujarat	3185
1039.	Service Societies	3185—86
1040.	Kot Kapura-Fazilka B. G. Line	3186
1041.	Rural electrification in Delhi	3187—88
1042.	Power supply to Narela	3188—89
1043.	Blood from dead bodies	3189
1044.	Okhla Water Works in Delhi	3189—90
1045.	Keshopur Sewage Treatment Plant in Delhi	3190
1046.	Freedom from Hunger Campaign of F.A.O.	3191—92
1047.	Railway bridge at Kaldarghat near Tezpur	3192
1048.	Machinery for Hirakud Project	3192—93
1049.	Delhi Dairy Farm	3193
1050.	Flood control schemes in Orissa	3193—95
1051.	Scarcity of fodder	3195—97
1052.	Boycott of Goa-bound ships of Scindia Steam Navigation Company	3197
1053.	Rural University in Orissa	3197—98
1054.	Passenger halt at Rajghat, 'S.E. Rly'.	3198—99
1055.	Amenities for tourists at Satna Railway Station	3199
1056.	Prices of sugar of different grades	3200
1057.	Bridge over Railway line near Market Lane, New Delhi.	3201

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1058.	Model Plant for Development of Towns and Villages in West Bengal	3201
1059.	Railway accident at Padmapukur Station.	3201—02
1060.	Approach roads and overbridges at Asansol	3202
1061.	Payment of arrears of local taxes	3202—03
1062.	Power projects in Orissa	3203
1063.	Agmark Ghee	3203—04
1064.	Damage to wheat crops	3204—05
1065.	Dum Dum Airport	3205
1066.	Non-availability of wagons for transport of rice	3205—06
1067.	Disparity in the rate of electricity supplied from D.V.C.	3206
1068.	Bridges on National Highway No. 29	3207
1069.	Commonwealth Sugar Agreement	3207—08
1070.	Protein from leaves	3208—10
1071.	Family Planning Programme	3210—11
1072.	P. & T. employees	3211
1073.	New railway station at Raxaul	3211—12
1074.	Kundah Hydro-electric Project	3212
1075.	Kundah Power House	3213
1076.	W.H.O. Programme	3213—15
1077.	Mattewara Gosadan, Punjab	3215
1078.	Water Works Scheme, Hospet	3216
1079.	Central Arid Zone Research Institute Jodhpur	3216—18
1080.	Hindi letters	3218—19
1081.	Training in Hindi	3219
1082.	Hours for acceptance of Hindi telegrams	3219—20
1083.	P. & T. quarters in Gole Market area in N. W. Delhi	3220
1084.	Recovery of insurance free from certain insured covers	3220—21
1085.	Telephone connections	3221

WRITTEN ANSWERS TO QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1086.	Acquisition of land near Dhondha Dih Station .	3221-21
1087.	Flag Station at Kalyanpur .	3222
1088.	D. V. C. Canal . . .	3223
1089.	Wireless in Laccadive islands . . .	3223-24
1090.	Telephone operators on Northern Railway at Delhi .	3224
1091.	Water supply in Kharagpur-Neinpura Railway Settlement . . .	3225
1092.	P. & T. office at Bhavnagar .	3225
1093.	Special Railway Office at Bhavnagar . . .	3226
1094.	Water supply schemes from major Municipal Corporations . . .	3226-27
1095.	V. M. Hospital, Agartala .	3227
1096.	Ticketless travel on N. Railway . . .	3227-28
1097.	Flag Station between Bazpur and Gularbhoj Stations . . .	3227-28
1098.	Flag Station between Rohtak and Makrauli Stations . . .	3228
1099.	Flag Station between Safidon and Budha Khara Stations . . .	4229
1100.	New bridges in U. P. .	3229
1101.	Dredging of River Pagladia and Brahmaputra . .	3229-30
1102.	Co-operative Printing Presses . . .	3230
1103.	Socio-Economic Development of Under privileged People . . .	3230-31
1104.	Flood control in Jammu and Kashmir . . .	3231
1105.	Central assistance to States for food production .	3231-32
1106.	Arrears of pay and increments in new pay scales .	3232

PAPERS LAID ON THE TABLE

4233

- (1) A copy of the Annual Report on the working and administration of the Companies Act, 1956 for the year ended the 31st March, 1960, under Section 638 of the said Act

PAPERS LAID ON THE TABLE—contd.

COLUMNS

- (2) A copy of the Agricultural Produce (Development and Warehousing) Amendment Rules, 1961 published in Notification No. G.S.R. 222 dated the 25th February, 1961, under sub-section (3) of Section 52 of the Agricultural Produce (Development and Warehousing) Corporations, Act, 1956

- (3) A copy of each of the following Notifications issued under the Agricultural Produce (Development and Warehousing) Corporations Act, 1956 :

(a) G.S.R. No. 223 dated the 25th February, 1961 .

(b) G.S.R. No. 224 dated the 25th February, 1961 .

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

3234-37

Shri Hem Barua called the attention of the Prime Minister to the reported decision of the Government to send 3000 troops to join the U.N. forces in the Congo

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) made a statement in regard thereto

SUPPLEMENTARY DE- MANDS FOR GRANTS (ORISSA), 1960-61.

3237

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi) presented a statement showing Supplementary Demands for Grants in respect of the State of Orissa for 1960-61 .

MESSAGES FROM RAJYA SABHA

3237

Secretary reported a message from Rajya Sabha that Rajya Sabha had agreed without any amendment to the Two-Member Constituencies

MESSAGES FROM RAJYA
SABHA—*contd.*

(Abolition) Bill, 1961, passed by Lok Sabha on the 20th February, 1961.

ELECTION TO COMMITTEE

The Minister of Health (Shri Karmarkar) moved for election of a member from among the Members of Lok Sabha to be a member of the Advisory Council of the Delhi Development Authority. The motion was adopted

RAILWAY BUDGET—
GENERAL DISCUSSION

Further General discussion on the Railway Budget, 1961-62 continued. The Minister of Railways (Shri Jagjivan Ram) replied to the debate and the discussion was concluded

BILLS PASSED

(i) The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi) moved for the consideration of the U.P.

BILLS PASSED—*contd.*

Sugarcane Cess (Validation) Bill. The motion was adopted. After clause-by-clause consideration the Bill was passed

(ii) The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi) moved for the consideration of the Banking Companies (Amendment) Bill. The motion was adopted. After clause-by-clause consideration the Bill was passed.

SUPPLEMENTARY DEMANDS FOR GRANTS
(RAILWAYS), 1960-61

Discussion on the Supplementary Demands for Grants in respect of Budget (Railways) for 1960-61 commenced. The discussion was not concluded

AGENDA FOR TUESDAY,
MARCH 7, 1961 PHALGUNA 16, 1882 (SAKA)

Further discussion on the Supplementary Demands for Grants in respect of Budget (Railways) for 1960-61

COLUMNS

3238

3239

3305-71

COLUMNS

3371-92